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SAFETY

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UNION TRACTION COMPANY
— OF INDIANA —

GENERAL SAFETY BOARD

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E. E. SLICK, Secretary

WALTER SHROYER
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LOCAL SAFETY COMMITTEES DURING THE SIX MONTHS BEGINNING JUNE 1, 1915

ANDERSON—

J. O. Pennisten, Power, Chairman; F. J. Vestal, Power; Frank Farren, Power; Wm. Norris, Power; J. E. Hester, Motive Power; F. A. Nelson, Motive Power; Evan Sample, Motive Power; R. J. Custer, Roadway; J. B. Campbell, Roadway; C. J. Stanley, Transportation; J. J. Jones, Transportation; Wm. Heiger, Transportation; James Vance, Transportation; G. Coots, Transportation; O. Jester, Transportation; P. Benedict, Transportation.

MARION—

F. H. Warren, Claim, Chairman; A. E. Moore, Traffic; C. M. Witt, Purchasing; W. F. Ickes, Roadway; Guy Graham, Motive Power; Bailey Cook, Motive Power; W. J. Adams, Power; S. M. Brown, Power; W. E. Squires, Transportation; L. Popejoy, Transportation; C. Modlin, Transportation; A. T. Oliver, Transportation; H. Sherron, Transportation; Wm. Rippey, Transportation.

MUNCIE—

C. S. Keever, Transportation, Chairman; W. O. McDowell, Transportation; R. C. Schultz, Transportation; P. Ruggles, Transportation; S. C. Blackley, Transportation; M. Harmon, Transportation; L. Meyers, Transportation; Alex. Newhouse, Motive Power; L. C. Shinn, Motive Power; C. A. Prentice, Roadway; V. Barrington, Roadway; W. B. Priest, Power; A. J. Bailey, Power; H. Daily, Power.

INDIANAPOLIS—

T. W. Jones, Accounting, Chairman; C. O. Balfour, Accounting; M. E. Graston, Traffic; Roy Spoon, Motive Power; B. L. Gunning, Motive Power; J. Durham, Roadway; J. Woodward, Roadway; H. P. Leiper, Transportation; J. Compton, Transportation; C. C. Anderson, Transportation; H. C. Thomas, Transportation; G. Campbell, Transportation; W. J. Gee, Transportation; Roy Morris, Power; Charles Hennis, Power.

TIPTON—

A. A. Dunlap, Roadway, Chairman; Peat Shaefer, Roadway; Morgan Jones, Transportation; C. W. Dragoo, Transportation; C. C. Huber, Transportation; H. C. Peterson, Transportation; J. Anderson, Transportation; H. W. Dollins, Transportation; W. R. Goodknight, Power; Wm. Hiatt, Power; Geo. Godbey, Power; Fred Connelly, Motive Power; A. Warner, Motive Power; R. E. Luellen, Claim; W. W. Fadely, Treasury.

Safety

A MAGAZINE DEVOTED TO THE INTERESTS OF THE UNION TRACTION COMPANY OF INDIANA

EDITED BY THE SECRETARY GENERAL SAFETY BOARD

Vol. 1 OCTOBER, 1915 No. 7

FIRE PREVENTION

(By W. H. Forse, Jr, Sec'y.-Treas.)

An adjuster of fire losses once told an inquisitive stranger, who was anxious to know his business, that he was engaged in buying ashes. We are paying every year for our own or the other fellow's ashes when we plank down thousands of dollars for insurance premiums.

It is said that the highest rate of insurance on record was that which prevailed in China soon after they discovered how to eat roast pig. Tradition tells us that in the early Chinese days the pig had access to the flimsy hut of its owner and was eaten raw when the proper time came. One day the hut belonging to a shiftless Chinaman was destroyed by fire and, while poking about in the hot ashes his hand came in contact with a cremated pig, particles of which adhered to his fingers. In licking them off he got his first taste of pig which was cooked. The news spread rapidly and it quickly became the fashion to burn huts to roast pigs, and insurance rates soared accordingly, until the people learned there were other ways to cook their favorite delicacy.

This traditon may be purely fanciful but it is a hard, cold fact that we American people are so wasteful and careless that we pay a much higher rate of fire insurance than England or any other European country, and our per capita loss is thirty times that of Italy, although we spend ten times as much per capita as Europe for maintenance of fire departments and other forms of fire protection. It costs the United States more for fires than one of the European fighting nations spends upon her standing army in times of peace.

Winter is approaching, the time which insurance companies dread because of the increase in fires. Ninety out of one hundred fires are the result of carelessness or ignorance. A greasy rag is thrown into a corner and forgotten until it starts blazing through contact with an overheated wire or by spontaneous combustion. Possibly it is an oily pair of overalls in a locker or some waste which a wiper or a painter has thrown aside instead of depositing it in a metal receptacle.

A car is run into the barn with a stove which was in fine shape out on the road and which kept the car just warm enough to be comfortable while running at thirty miles an hour through open country with the mercury hanging low in the thermometer bulb. Inside the barn the fire continues to roar after its crew has left, soon some woodwork begins to scorch and crackle and the car finally bursts into flames while the nightmen are busy at the other end of the barn getting cars ready for the next day's run.

Sometimes the trolley is left on the wire while the car is in the shop, a short circuit occurs when no one is near, and there is another case for the buyer of ashes to adjust.

One of the most hazardous things to be found about a building of any kind is a dark corner filled with waste or rubbish. A greasy rag thrown in-

to a closet may break out into flame at any time. Again, some things which in themselves are harmless and innocent become dangerous and destructive when in combination. A cow and a coal oil lamp started a conflagration which made history in Chicago. A match and a mouse may destroy property which has taken years in building. Hot ashes in wooden boxes are almost as destructive as big caliber guns.

Large buildings, like the North Anderson shops and barns, are provided with fire walls and fire doors for confining fire to one section. The automatic fire doors, made of metal, or wood covered with metal, are balanced so that they will close of their own accord. They are held open with weights hanging at the ends of cords or cables running over pulleys. The cable is fastened to the door with a metallic device which breaks or fuses with heat as slight as that of a burning match. It is important that the door be not obstructed in any way, otherwise it will not close of its own accord when a fire starts in its vicinity. Every employe who fully understands the use and action of these doors can help to keep them up to 100 per cent. efficiency by noting and reporting obstructions or apparent defects.

Fire extinguishers, to be effective, must be re-charged at periodic intervals and sand pails should be kept filled with sand only, so that burning oil or paint may be extinguished by their use. A dangerous electric arc, or the flame resulting from a short circuit should be quickly attacked with a Pyrene extinguisher which is used with safety, its contents being a non conductor of electricity.

If every one of us decided to be watchful and keenly alert the fire hazard will be greatly reduced. Thoughtfulness in detecting a hazardous condition and promptly reporting it to the proper person may be the means of conserving valuable property. There are some losses, such as those caused by interruption of business, which are not compensated by insurance.

In addition, every railway company or other organization is interested in making a good record so that insurance rates in general may tend downward and its own rates may be kept to a low level. The "Safety First" factor is applicable to fire prevention as well as to train operation.

HEART LINE IN BUSINESS

In the course of an extemporaneous address at the luncheon at the Hotel Sacramento, President B. D. Caldwell, of the Wells Fargo Company, made a plea for what he called the "heart line in business."

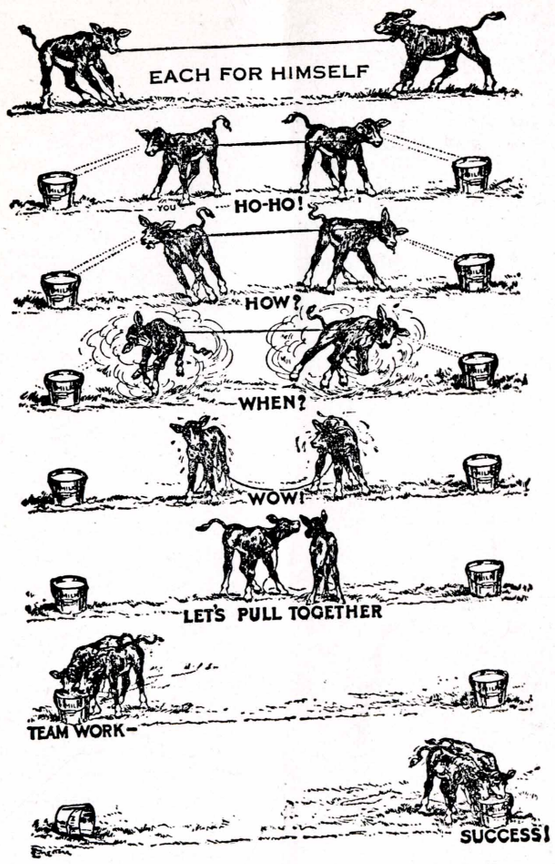
We do not know whether this happy expression originated with him or was simply adapted to the occasion. But whatever its origin it is so apt that it deserves to be preserved.

In his application of the principle implied in this term, the head of this great corporation came dangerously close to advocating the mixing of sentiment and business.

The theory of the express president was that the universal demand of business, both public and private, is for service. More than that, it is the personal service that we give which is of the greatest value.

No man who measures his loyalty to his employer by the pay he receives is worth while. No concern which reduces to the dollar and cents basis all of its business deserves to succeed.

Within the past few years it has been recognized that there is a place



COURTESY ARMOUR & CO

in business for sentiment. Even the great corporations take this fact into account.

It is one of the important factors in establishing between employers and employes a community of interest which weakens if it does not defeat the efforts of agitators who make money by agitation.

But beyond and above all this there is a place for the heart in the relationships between public service corporations and the people they serve.

There is a heart line in business which ought to be recognized and followed more closely.

HINTS ON LETTER WRITING

(By C. M. Witt.)

Did you ever stop to think when you received a letter that had a sarcastic remark in it that the writer wrote it on the first impulse of his feeling in the matter, and did not give it the proper consideration the subject demanded? Did you dictate an answer that was even more sarcastic and probably intimated that your correspondent was lacking ability along certain lines? Did you ever permit letters of this kind to get in the hands of your subordinates and have the same kind of feeling permeate your entire organization? Did

you ever make a report on a certain condition, and magnify the true conditions and thus cause a friction between the employes of the different departments? Did you ever stop to think that a man's ability was judged by what he says and writes? You can say some things with a smile that does not sound good, but who sees the smile in a letter. It might be there but you cannot see it. You always have your correspondent at a disadvantage when you reply courteously to a sarcastic letter. The other fellow will admit in his own mind that he was a little hasty.

Of course, we all realize it is human nature to resent unkind remarks and insinuations, but you know the greatest men we have today are diplomats, and we have kept out of the great European war by men who think before they write. Briefly, sarcastic letters denote ignorance, and consequently strained relations between departments, and that means unsafe conditions.

Stop and think—who are the diplomats of this Company. Are you one?

FOURTH PRIZE CONTEST

THIRTY DOLLARS IN GOLD

First Prize	$15.00
Second Prize	10.00
Third Prize	5.00

Transportation, Power, Motive Power and Roadway Departments.

Subject—"How Can the Present Safety Organization Be Made the Most Effective."

The past success of the prize contests warrants the Union Traction Company in again offering $30.00 in gold for prizes for the best essay on the above named subject, and the offer is open to all employes of the above named departments, except heads and sub-heads.

Please follow the usual rule of using script or typed form, with not more than five hundred nor less than one hundred fifty words.

The prize winners will be banquet members and the contest judges will be selected as usual, and the time limit is December 1, 1915.

A liberal number entered the last contest, and many very excellent papers were presented. It is to be hoped that as many, or more will enter heartily into this contest.

No special circular of announcement will be issued.

BE CAREFUL

(By S. R. Dunbar.)

"I have always believed that men in their innermost souls desire the highest, bravest, finest things they can hear or see or feel in all the world. Tell a man how he can increase his income, and he will be gratful to you and soon forget you; but show him the highest, the mysterious things in his own soul and give him the word which will convince him that the finest things are really attainable, and he will remember you always."—(David Grayson in American Magazine).

If the foregoing is true (and who is prepared to say it is not true?) what would the same man say of the virtue of always being careful?

We are looking for the best things to come to us, not only in the "good things" of life (so called) but, as David Grayson says, in the rewards which come to us thru right conduct, that is, thru loyalty, honesty, reliability, sobriety, faithfulness and the other virtues. But those rewards do not come unless we exercise exceeding care to see that we play the game squarely. General faithlessness would hardly be forgotten for one act of loyalty, but to be always faithful must bring its reward in the end.

If we are loyal, then loyalty is a part of our nature, not only today because the boss may be expected around, or for this trip because the Superintendent is riding, or this minute because the foreman is looking, but ALL the time because we can not help it. How was this loyalty, that honesty or sobriety acquired? Why by just BEING loyal, and honest, and sober. Simple, isn't it? Maybe we ducked, or slipped, or staggered once in a while but we tried to lessen the frequency of the lapses as much as possible and we hope to be perfect if we live long enough.

Probably we would take pleasure in having said of us, "he's a good trader," "he makes a lot of money," "he made fifty more than his salary last month," but it is more than probable we would take even more pleasure in having people say of us, "he is a loyal man," "he is honest, sober, industrious."

But supposing it can be said, HE IS A CAREFUL MAN"? There seems to be something all-inclusive about that word "careful" used in front of the word "man," for it does take a MAN to be careful, a real life sized MAN, altho he may be small in stature.

Now carefulness might not seem at first thought to be an attribute of character, to be associated with loyalty, honesty and the rest, but if it is as strong as it SOUNDS, it ought to be an attribute of character and it probably is fundamentally. It is safer to consider it so rather than to consider it as solely a matter of practice.

It IS necessary to PRACTICE carefulness constantly in order that it may become part of ones self, a part of one's character, and it is not an easy virtue to acquire. Rather is it EASY to become CARELESS from doing the same things over and over again, at the same places, in the same way hour after hour, day in and day out until one has almost acquired a CONTEMPT for carelessness.

And there we have the two extremes, the TENDENCY is one way or the other, towards a contempt for carefulness or towards the reward, "HE IS A CAREFUL MAN."

Be careful, be careful!

OLD-TIME ELECTRIC RAILROADING

(By J. E. Hancock, Motorman.)

I drove a mule car for the Indianapolis city lines, at a time which seems many years ago, although it was only about twenty-five years back, and it was near the time when the city lines were being changed from mule power to electric power. Driving mules was no easy task, for which we received 15 cents per hour for "bob tail" cars, that is cars where the driver looked after the fares, the passenger having put the fare in a conveyor, which ran down the front in a glass receptacle, which was composed of two compartments of glass, the third was a money sack. As the passenger paid, the driver would lower the fare to the second receptacle, and when we reached the transfer place, which was at the middle of Washington street, between Meridian and Illinois, we would drop the fares out of sight.

The driver made the change for the passengers. He carried $15.00 done up in a small envelope, in which was change for 10, 25 and 50-cent pieces and $1.00. The Company furnished the change in the envelope, but the driver had to put up the amount. Each driver had a change box and lock, but the Company locked the boxes up in a big safe, when not on a run. Some of the drivers would let their belt run under the $15.00 mark, and put stones in to equal the weight of silver, but if caught, it meant time on the bench or discharged. Quite often the mules would make change by kicking the box off the dashboard.

On lines that had what were called "double enders"—conductor and driver, we received only 14 cents per hour.

Driving mules was a trade that was a puzzle to a great many. We had the power, but the question was to get the speed. A mule that won't pull is just as bad as the electric car that won't start. Sometimes a mule team would balk, and the driver could whip, pound, hollow, pull and coax, but of no avail. Just set the brake, ring the signal bell twice, let off the brakes, and the mules would start without doing or saying anything. The working habit of the mules was equal to the motorman's habits as set out on page five of the September issue of SAFETY.

I could give you a large number of other methods and different ways that we had to contend with when driving mules, but it would take a great deal of writing to tell it.

It was no unusual occurrence to get off the track several times in a day's run. There were some mule teams that would not go on the turn table, but would go around it, and some would pull the car on over in the mud or gravel, as the case might

be, unless the driver would get the car under enough speed to run on turn table, and then would have to wrap the lines around the dashboard rail and stop the mules and car with brake.

When I got to running an electric car, it was not all sunshine so to speak. We did not know what a vestibule or stove was; the front platform was open, same as rear platform. All the controller we had was two brass levers which came up above the dashboard. We had a rheostat under the front platform, with a contact shoe, and only had one running point, which was the last. Later we got the five-point "D" type controller; only one handle to run or reverse with. In severe cold weather, straw was used on the floor for passengers; today it is carpet and stoves. What would the motormen of the present day think if they had to give up the stoves and vestibules? Even the snow sweepers had no vestibules. I ran one thirty-two hours without stopping, only to get hot coffee and something to eat.

I have a newspaper clipping more than twenty-five years old, showing the new electric car, and an illustration showing the conductor leaning and falling back over the dash in his efforts to put the trolley on the wire, and incidentally kicking over all the passengers on the rear platform. The article characterizes a good many of the employes, and explains the railroad jargon in common use among the employes, but which was "hog latin" to the public. One short paragraph reads, "J. Hancock is another popular knight of the brass buttons and the blue uniform. He will be recalled by his sandy hair and mustache, and his quiet, civil and obliging disposition."

Still another paragraph reads: "A novel feature of McLean's revised system is a school for the teaching of electricity. It meets every Tuesday night at the Power House on West Washington street. A thorough course in electricity is given for the benefit of motormen, although no one is forced to attend. The preceptor is Mr. Jenney, of the Jenney Electric Company."

Your humble servant was a pupil in this school.

EMPLOYES' BENEFIT ASSOCIATION

On December 29, 1908, sixteen employes of the Union Traction Company had a meeting at Anderson, Indiana, and organized what is known as the Motive Power Employes' Association, for mutual insurance at cost. This organiaztion is still in existence, and six of the original members are still members of the Association. The permanent organization was perfected January 8, 1909. Membership is limited to employes of the Motive Power and Power Departments of the Union Traction Company of Indiana, and headquarters has remained at Anderson. A membership certificate costs $1.00, which also pays for the first month's dues, after which the dues are 50c per month. After the first seven days of disability, $1.00 per day for one hundred consecutive days is paid. More than $2,500 in benefits has been paid since its organization, five members having drawn the maximum allowance for sickness, $100. A death claim draws $75.00. Meetings are held quarterly and no salaries are paid, thus leaving all the dues to go for the benefit of its members. There is a fund on hand of over $300. George T. Erskine is Secretary-Treasurer, and Samuel Hughes, President.

It is perhaps the cheapest and best accident and sick benefit insurance that members in these departments can obtain, and all employes in these departments are cordially solicited to carry this insurance.

ANSWER THE QUESTIONS

No. 1. Trace the current from the trolley wire to the Power House through a four-motor car, on the first point of a controller, giving the names of the different pieces of apparatus through which it travels.

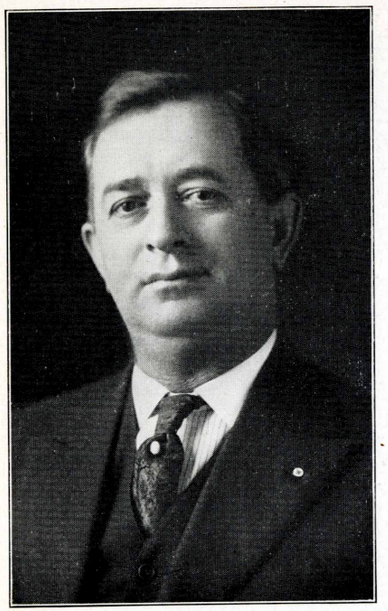
No. 2. What is a trolley "V" switch, and what is it for?

No. 3. Why are telephone lines transposed?

No. 4. How can you tell a right-hand frog?

No. 5. Route a piece of baggage from Carmel, Ind., via our line to Cleveland, Ohio, via the shortest route, showing all connections, mileage, routes, schedules of trains, time same left Carmel, and time same should reach Cleveland, Ohio, according to schedule.

A pert little party named Polly,
Was generally jovial and jolly;
But her good cheer was battered,
And her dignity shattered,
When she jumped off a fast moving trolley.



M. F. SKOUDEN

M. F. Skouden began working for the Company as car cleaner and repair man sixteen years ago. He was very soon made night foreman at the Anderson Shops, day foreman of the electrical works, then shop foreman, and afterwards shop Superintendent, which position he now holds. Sometime when you are not busy, look "Mel" square in the eye, to determine whether his promotion was a "just happened so" or whether it was earned by merit.

In 1914, the family of the late Anthony N. Brady ,authorized the award annually, by the American Museum of Safety, of a gold medal, for that American electric railway company, which for the year of the award, shall have done the most to conserve the safety and health of the public and its employes.

Anthony N. Brady in his lifetime, was one of the foremost men in the electric railway field of the Eastern United States. The medal is given by his family, in his name, to perpetuate among the electric railroads, some characteristics of this distinguished man.

It is commonly known by all our employes, that the Union Traction Company is an active applicant for this medal to be awarded for the work of the year ending June 30, 1915. The data is required to be in the hands of the jury of award by the first of October, 1915. It is with much gratification we make the announcement that the brief was prepared in this time and forwarded to the committee by express on September 27th, which was ample time for it to reach its destination. It was a brief printed in book form, 8½x12, containing 67 printed pages and 23 illustrations. When the data for this brief was collected, it was remarkable to observe the advancements that were made during the Brady year to promote safety and welfare, and it is most earnestly hoped that the facts presented are sufficient to bring the gold medal to the Union Traction Company. It will probably be a month and perhaps longer before returns of the findings are made.

The thing that goes the farthest
Towards making life worth while,
That cost the least and does the most
Is just a pleasant smile.

It's full of worth and goodness, too,
With manly kindness blent,
It's worth a million dollars
And doesn't cost a cent.
—Exchange.

A crafty young fellow named Young,
From the street car, his poor body flung.
It was method you know—
For his funds had run low,
And the claim agent simply said "Stung."

Hi, diddle, diddle,
The fence in the middle,
Sagged low and a cow just stepped over;
And that very day,
A man earned his pay,
As off our right-of-way he drove 'er.

A "Chink" by the name of "Ching Ling,
Fell off of a trolley, bing, bing!
The con shook his head—
To the motorman said:
"The car's lost a washer—ding, ding."

MUNCIE SAFETY BOARD

REAR ROW—Right Left to—P. Ruggles, Condr., C. S. Keever, L. S., V. Barrington, Sec. Foreman, S. C. Blakely, Mott.
MIDDLE ROW—Right Left to—N. M. Harmon, Condr., Alex Newhouse, Shop Supt., W. B. Priest, Div. Elec., L. C. Shinn, Blacksmith, Lloyd Myers, Agent.
FRONT ROW—Right Left to—C. A. Prentice, Div. Eng., W. O. McDowell, Chief Dispatcher, Harry Daily, Lineman, R. C. Shultz, Mott., A. J. Bailey, Sub Orator.

CONDENSED TIME TABLES

INDIANAPOLIS TO MUNCIE—(Via Anderson)

	*am	a m	*am	a m	*a m	a m	*a m	p m	*p m	p m	*p m	p m	*p m	p m	*p m	*p m	p m
Indpls lv	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 30	6 00	7 00	9 00	11 00
Ad'rson	6 32	7 45	8 32	9 45	10 32	11 45	12 32	1 45	2 32	3 45	4 32	5 45	7 00	7 45	8 32	10 32	12 32
Muncie	7 15	8 40	9 15	10 40	11 15	12 40	1 15	2 40	3 15	4 40	5 15	6 40	7 45		9 15	11 15	1 15

‡Marion Flyer leaves Indianapolis 10:00 a. m.-5:00 p. m. Arr. Anderson 11:18 a. m.-6:18 p. m. Arr. Marion 12:40 p. m.-7:40 p. m.

Additional Local leaves Anderson at 5:45 a. m. Arrives Muncie at 6:40 a. m.

MUNCIE TO INDIANAPOLIS—(Via Anderson)

	a m	a m	*am	a m	a m	a m	*a m	a m	*p m	p m	*p m	p m	*p m	p m	*p m	*p m	*p m
Muncie lv	4 30	5 05	6 30	7 05	8 30	9 05	10 30	11 05	12 30	1 05	2 30	3 05	4 30	5 05	6 30	8 30	10 40
Anderson	5 15	6 00	7 15	8 00	9 15	10 00	11 15	12 00	1 15	2 00	3 15	4 00	5 15	6 00	7 15	9 15	11 15
Indpls.	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	10 45	12 45

‡Marion Flyer leaves Marion at 7:20 a. m.-1:20 p. m. Lvs. Anderson 8:38 a. m.-2:38 p. m. Arr. Indianapolis 9:50 a. m.-3:50 p. m.

INDIANAPOLIS TO MUNCIE—(Via Newcastle)

	a m	a m	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Indpls.		5 00	7 00	8 00	9 00	11 00	1 00		2 00	3 00	4 00	†5 00	6 00	8 00	10 00	11 00	
N. Castle	5 55	6 50	8 50	9 50	10 50	12 50	2 50		3 50	4 50	5 50	6 18	7 50	9 50	11 35	12 40	
Muncie	6 40	7 40	9 40	10 40	11 40	1 40	3 40		4 40	5 40	6 40	6 50	8 40	10 40	12 20		

†Muncie Meteor.

MUNCIE TO INDIANAPOLIS—(Via New Castle)

	a m	am	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Muncie		5 00	7 00	†8 00	9 00	10 00	12 00		2 00	3 00	4 00	5 00	6 00	8 00	10 00	11 00	
N. Castle	5 00	5 50	7 50	8 32	9 50	10 50	12 50		2 50	3 50	4 50	5 50	6 50	8 50	10 40	11 40	
Indpls.	6 40	7 40	9 40	9 50	11 40	12 40	2 40		4 40	5 40	6 40	7 40	8 40	10 40	12 20		

MUNCIE TO BLUFFTON-FT. WAYNE

	am	*am	a m	*a m	a m	a m	*a m	*p m	p m	*pm	p m	*p m	p m	*p m	*p m	p m
Muncie	5 10	7 20		9 20	10 00	11 20	1 20	2 00	3 20	4 00	5 20	6 00	7 45	9 20	10 45	
Bluffton	6 50	8 50	9 55	10 50	11 50	12 50	2 50	3 50	4 50	5 50	6 50	7 50	9 10	10 57	12 25	
Ft. W'ne	7 50	9 50	11 00		1 00	1 50	3 50	5 00	5 50	7 00	7 50		10 00	11 50		

FT. WAYNE-BLUFFTON TO MUNCIE

	*am	*am	am	*am	a m	*a m	a m	p m	*p m	p m	*p m	p m	p m	*p m	p m
Ft W'ne		6 00	7 00	8 00	9 00	10 00	11 00	1 00	2 00	3 00	4 00	5 00	6 00	8 00	10 00	
Bluffton	4 40	6 55	8 05	8 55	10 05	10 55	12 30	2 05	2 55	4 05	4 55	6 05	6 55	9 15	11 02	
Muncie	6 25	8 25	9 55	10 25		12 25	2 20	3 55	4 25	5 55	6 25	7 55	8 25	10 40	12 40	

MUNCIE TO UNION CITY

	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Muncie	5 00	6 45	8 45	9 45	11 45	12 45	1 45	2 45	3 45	4 45	6 15	8 45	10 45		
U. City	6 25	8 15	10 15	11 15	1 15	2 15	3 15	4 15	5 15	6 15	7 45	10 15	12 05		

UNION CITY TO MUNCIE

	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
U. City	5 00	6 25	8 25	10 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	8 25	10 25		
Muncie	6 25	7 55	9 55	11 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	9 55	11 45		

ANDERSON TO WABASH

	a m	am	a m	am	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m
Anderson		5 00	5 50	7 05	7 50	9 05	9 50	11 05	11 50	1 05	1 50	3 05	3 50	5 05	5 50	7 05	9 05	11 05
Alex'dria		5 30	6 30	7 40	8 30	9 40	10 30	11 40	12 30	1 40	2 30	3 40	4 30	5 40	6 30	7 40	9 45	11 40
Marion	5 35	6 30	7 30	8 45	9 30	10 45	11 30	12 45	1 30	2 45	3 30	4 45	5 30	6 45	7 30	8 45	10 45	12 45
Wabash	6 25	7 20		9 30		11 30		1 30		3 30		5 30		7 30		9 30	11 30	

WABASH TO ANDERSON

	a m	am	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Wabash			6 40	7 40		9 40		11 40		1 40		3 46		5 40		7 40	9 40	11 30
Marion	5 20	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	9 00	11 00	12 05
Alex'dra	6 30	7 25	8 30	9 25	10 30	11 25	12 30	1 25	2 30	3 25	4 30	5 25	6 30	7 25	8 30	9 54	11 54	
Ad'rson	7 05	8 00	9 05	10 00	11 05	12 00	1 05	2 00	3 05	4 00	5 05	6 00	7 05	8 00	9 05	10 30	12 30	

ALEXANDRIA TO TIPTON

	*am	*am	a m	*am	a m	*a m	*p m	*p m	p m	p m	*p m	p m	p m	p m	p m
Alex'dra	5 35	7 35	8 30	9 35	10 30	11 35	1 35	3 35	4 30	5 35	6 30	7 35	9 50	11 35	
Elwood	5 57	7 57	8 55	9 57	10 55	11 57	1 57	3 57	4 55	5 57	6 55	8 00	10 12	11 58	
Tipton	6 25	8 25	9 25	10 25	11 25	12 25	2 25	4 25	5 25	6 25	7 25	8 35	10 38	12 30	

TIPTON TO ALEXANDRIA

	a m	*am	a m	*am	a m	*a m	*p m	*p m	p m	*p m	p m	*p m	p m	p m	p m
Tipton	4 40	6 40	7 30	8 40	9 30	10 40	12 40	2 40	3 30	4 40	5 30	6 40	9 00	10 40	
Elwood	5 03	7 03	7 57	9 03	9 57	11 03	1 03	3 03	3 57	5 03	5 57	7 03	9 23	11 03	
Alex'dra	5 25	7 25	8 25	9 25	10 25	11 25	1 25	3 25	4 25	5 25	6 25	7 25	9 45	11 25	

INDIANAPOLIS TO KOKOMO-LOGANSPORT-PERU

	am	*am	a m	*a m	a m	*a m	a m	a m	*a m	p m	*p m	p m	*p m	p m	p m	*p m	*p m	p m
Indpls.		5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	9 00	11 00
Tipton	5 00	6 35	7 55	8 35	9 55	10 35	11 55	12 35	1 55	2 35	3 55	4 35	5 55	6 35	7 55	8 35	10 35	12 35
				9 10				1 10				5 10						
Kokomo	5 40	7 10	8 40	10 00	10 40	11 10	12 40	1 55	2 40	3 10	4 40	5 55	6 40	7 10	8 40	9 10	11 10	1 10
Lgs'p'rt	6 35	8 05	9 45	10 55		12 05	1 45	2 50		4 05	5 45	6 55		8 05	9 45		12 05	
Kokomo	6 00	7 10		9 13		11 10		1 13		3 10		5 13		7 13		9 13	11 15	
Peru	6 50	7 50		9 50		11 50		1 50		3 50		5 50		7 50		9 50		

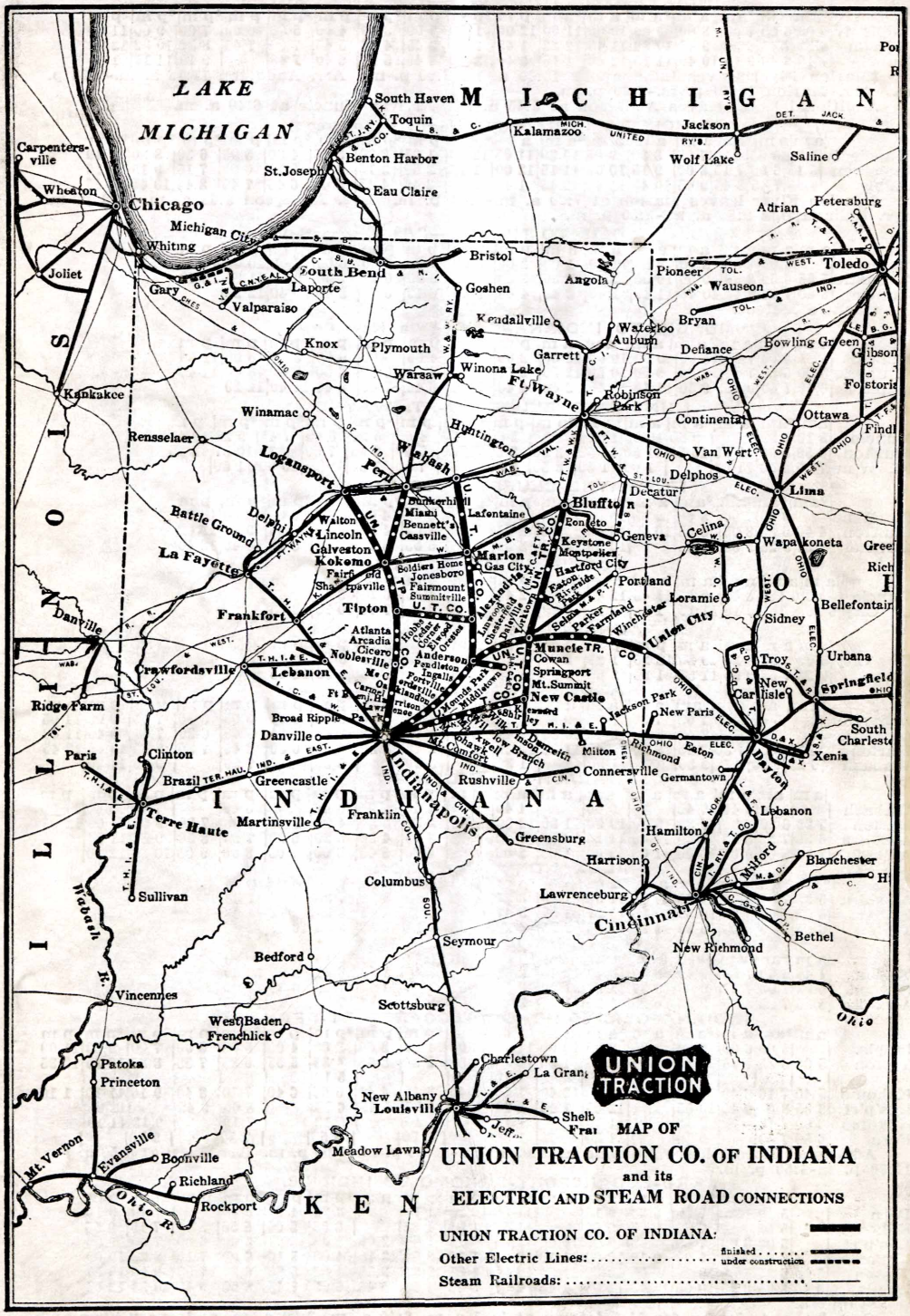
Additional Locals leave Kokomo at 8:05 a. m.-12:05 p. m.-4:05 p. m. Arr. Peru at 8:50 a. m. 12:50 p. m-4:50 p. m.

PERU-LOGANSPORT-KOKOMO TO IND'P'LS.

	a m	*am	a m	*a m	a m	*a m	a m	a m	*a m	p m	*p m	p m	*p m	p m	p m	*p m	*p m
Peru		5 10		7 20	8 20	9 15		11 20	12 20	1 10			3 20	4 20	5 10		7 40	9 10
Kokomo		5 55		7 55	9 05	9 55		11 55	1 05	1 55			3 55	5 05	5 55		7 15	9 55
Lgs'p'rt		5 00	6 00	7 00		9 00	10 00	11 00		1 00	2 00		3 00		5 00	6 00	7 00	9 00
Kokomo		6 00	7 10	8 00	9 10	10 00	11 10	12 00	1 10	2 00	3 10		4 00	5 10	6 00	7 10	8 20	10 00
Tipton	5 00	6 37	7 55	8 37	9 55	10 37	11 55	12 37	1 55	2 37	3 55		4 37	5 55	6 37	7 55	9 00	10 37
Indpls.	6 45	8 05	9 45	10 05	11 45	12 05	1 45	2 05	3 45	4 05	5 45		6 05	7 45	8 05	9 45	10 35	12 05

*Limited. ‡Flyer. †Meteor.

Cars leave Anderson for Middletown at 5:15 a. m.-6:40 a. m.-8:00 a. m. and every hour and a half until 11:00 p. m. Cars leave Middletown for Anderson at 5:50 a. m.-7:15 a. m. and every hour and a half until 11:30 p. m.


LAKE MICHIGAN
MICHIGAN
INDIANA
ILLINOIS
KEN
Chicago
Michigan City
Whiting
Gary
Joliet
Wheaton
Carpentersville
Kankakee
Rensselaer
Winamac
Valparaiso
Laporte
South Bend
St. Joseph
Benton Harbor
Eau Claire
South Haven
Toquin
Kalamazoo
Jackson
Wolf Lake
Saline
Adrian
Petersburg
Toledo
Pioneer
Wauseon
Bryan
Bristol
Goshen
Angola
Pleasant Lake
Orland
Kendallville
Waterloo
Auburn
Garrett
Defiance
Bowling Green
Fostoria
Findlay
Ottawa
Continental
Van Wert
Delphos
Lima
Knox
Plymouth
Warsaw
Winona Lake
Ft. Wayne
Robinson Park
Huntington
Wabash
Logansport
Peru
Delphi
Battle Ground
La Fayette
Frankfort
Tipton
Kokomo
Marion
Gas City
Bluffton
Decatur
Geneva
Celina
Wapakoneta
Bellefontaine
Sidney
Troy
Urbana
Springfield
New Carlisle
Xenia
Dayton
Lebanon
Hamilton
Harrison
Lawrenceburg
Cincinnati
Milford
Blanchester
Bethel
New Richmond
Portland
Loramie
Union City
Winchester
Muncie
Anderson
Cowan
Springport
Mt. Summit
New Castle
New Paris
Jackson Park
Richmond
Eaton
Germantown
Connersville
Rushville
Greensburg
Franklin
Martinsville
Terre Haute
Sullivan
Columbus
Seymour
Bedford
Vincennes
Scottsburg
West Baden
Frenchlick
Patoka
Princeton
Mt. Vernon
Evansville
Boonville
Richland
Rockport
Ohio R.
Wabash R.
Meadow Lawn
New Albany
Louisville
Charlestown
La Grange
Shelbyville
Frankfort
Crawfordsville
Lebanon
Danville
Ridge Farm
Paris
Clinton
Brazil
Greencastle
Indianapolis
Broad Ripple
Danville
Noblesville
Atlanta
Arcadia
Cicero
Alexandria
Elwood
Tipton
Kokomo
Marion
Gas City
Hartford City
Portland
Bluffton
Decatur
Geneva
Celina
Lima
Wapakoneta
Bellefontaine
Sidney
Troy
Urbana
Springfield
Xenia
Dayton
Lebanon
Hamilton
Harrison
Lawrenceburg
Cincinnati
Milford
Blanchester
Bethel
New Richmond
Seymour
Columbus
Scottsburg
Bedford
Vincennes
Sullivan
Terre Haute
Martinsville
Franklin
Greensburg
Rushville
Connersville
Germantown
Richmond
Eaton
Milton
Jackson Park
New Paris
Muncie
Anderson
Cowan
Springport
Mt. Summit
New Castle
Union City
Winchester
Parker
Farmland
Losantville
Lynn
Modoc
Ridgeville
Saratoga
Sharpsville
Fairmount
Summitville
Jonesboro
Boldiers Home
Galveston
Lincoln
Walton
Bunkerhill
Miami
Bennett's
Cassville
Lafontaine
Converse
Montpelier
Keystone
Harford City
Fairmount
Summitville
Jonesboro
Boldiers Home
Galveston
Kokomo
Lincoln
Walton
Bunkerhill
Miami
Bennett's
Cassville
Lafontaine
Converse
Montpelier
Keystone
Geneva
Celina
Wapakoneta
Portland
Loramie
Union City
Winchester
Parker
Farmland

FEB. 1917

SAFETY

UNION TRACTION COMPANY
— OF INDIANA —

IND.
Pam.
385
no. 26
v. 2
#11

GENERAL SAFETY BOARD

H. A. NICHOLL, Chairman
E. E. SLICK, Secretary

WALTER SHROYER
S. R. DUNBAR
C. A. BALDWIN
F. D. NORVIEL
J. A. VAN OSDOL

C. H. ALLEN
G. H. KELSAY
R. N. HEMMING
L. A. MITCHELL
W. H. FORSE, Jr.

LOCAL SAFETY COMMITTEES DURING THE SIX MONTHS BEGINNING JAN. 1, 1917

ANDERSON—

ANDERSON—

M. F. Skouden, Motive Power, Chairman; W. J. Sly, Motive Power, Frank Williamson, Motive Power, J. O. Penisten, Power, J. G. Haworth, Power; Chas. Bicknell, Power; Ira Flaugher, Power; C. J. Stanley, Transportation; John A. Jones, Transportation; H. R. Mills, Transportation; Chas. Benner, Transportation; H. H. Kerr, Transportation; W. C. Hoppes, Transportation; H. McClintock, Transportation; R. J. Custer, Roadway; Chas. Brattain, Roadway.

INDIANAPOLIS—

H. P. Leiper. Transportation, Chairman; Wm. Griffin, Transportation; Edgar Grimes, Transportation; Davis Neal, Transportation; G. B. Sheley, Transportation; Jerry Bond, Roadway; E. R. Bryant, Roadway; E. H. Trusner, Roadway; L. A. Mowery, Power; Wm. Caster, Power; Wm. Day, Motive Power; Dent Childs, Motive Power; M. E. Graston, Traffic; W. G. Hays, Traffic; C. O. Balfour, Accounting.

MARION—

W. W. Fadely, Treasury, Chairman; W. E. Squires, Transportation; Frank Coats, Transportation; John Davis, Transportation; George Bish, Transportation; T. B. Boxell, Transportation; E. Newell, Transportation; Guy Graham, Motive Power; C. S. Todd, Motive Power; E. E. Pleak, Roadway; H. Howard, Power; S. Thomas, Power; F. H. Warren, Claim; T. W. Jones, Accounting; A. E. Moore, Traffic.

MUNCIE—

Alex. Newhouse, Motive Power, Chairman; Marshall Morgan, Motive; W. B. Priest, Power; O. C. Ruley, Power; C. Miller, Power; C. A. Prentice, Roadway; W. Penisten, Roadway; C. S. Keever, Transportation; J. R. Seldomridge, Transportation; E. C. Hamilton, Transportation; G. Rozelle, Transportation; S. Klepher, Transportation; F. Griffee, Transportation; J. G. Seiss, Transportation.

TIPTON

W. R. Goodknight, Power, Chairman; Glen Burget, Power; Fred Willbrook, Power; F. Connelly, Motive Power; Dan Sciscoe, Motive Power; A. A. Dunlap, Roadway; H. W. Pearce, Roadway; Morgan Jones, Transportation; F. Begeman, Transportation; G. C. Miller, Transportation; J. G. Buroker, Transportation; Bert Orbaugh, Transportation; J. P. Walker, Transportation; R. E. Luellen, Claim; J. F. Suffolk, Purchasing.

Safety

A MAGAZINE DEVOTED TO THE INTERESTS OF THE UNION TRACTION COMPANY OF INDIANA

EDITED BY THE SECRETARY GENERAL SAFETY BOARD

Vol. 2 FEB. 1917 No. 11

Did you send in a suggestion last month?

How about one or more this month?

AROUND THE WORLD FOR $80.00

Trolley News, the house organ for the Baltimore City lines, makes the observation that at a price corresponding to the longest ride on the Baltimore City lines, you could travel all the way around the world for the princely sum of $80.00. It makes the further observation, that this real fact has the fiction of Jules Verne's "Around the World in 80 Days" skinned a mile.

In its day the novel, "Around the World in 80 Days," astonished the novel reading world, and yet all the marvelously detailed events given in that piece of fiction, are put to shame by the actual fact of traveling around the world for $80.00, at the price of the longest ride in Baltimore.

The Broad Ripple line is over ten miles long, and patrons over this line usually travel the entire distance for the price of 5 cents, and at the same rate of distance and price you could go around the world for $120. Transportation is the cheapest thing in the world, and does not raise in price with the war as an excuse.

THE RIGHT TO RIDE

A conductor after working a year and a half as such, was of the opinion that it was his prerogative to refuse to let a passenger ride, even though he was a fit person to be taken on, and had the price of passage. It cost the Company $150.00 because he put his extraordinary notion into action by ejecting a passenger from the rear platform, with no reason for his doing so, except his desire that he should not ride.

EJECTMENTS

Transporting persons and property is called in law a quasi-public service, and hence when a person who is in fit condition to be carried, and has the price for the same, presents himself, it is the duty of the carrier to carry him. Telling a person to stay off the car, or asking them to get off after they are on, or even suggesting or hinting that they get off, is an ejectment and should be carefully guarded against, unless you actually intend an ejectment.

Two ladies were on a car when they discovered that the parties having their tickets were still on the ground and might be unable to get on the car. The conductor thought he was doing a favor by suggesting that they join the parties having their tickets. They complied with the suggestion, but filed a claim for an ejectment. An unruly passenger or one refusing to pay fare, is quite a different proposition.

INFORMATION—ADVICE—PERSUASION

If one was a mind reader, he might determine which of the above was appropriate when miscellaneous information is sought. Not being a mind reader, it is best to confine one's self to information, without supplementing it with either advice or persuasion, and thus leave the inquirer free to do his own choosing, and then he will have nobody to complain of but himself.

BENEFIT ASSOCIATION

The Union Traction Company is fathering a new Sick, Accident and Death Benefit Association, and it is meeting with very high favor among the employes. At the time of writing this, all the employes have had the matter presented to them, and about 60 per cent. of this number have joined the Association at its first presentaton. A great many of the traction and steam railroad companies of the United States, are carrying forward such a plan for the benefit of their employes, at a cost of about one-third of what it costs in the old line companies. It is a minimum payment with a maximum benefit, and the Company makes up any deficit.

ATTENDANCE AT SAFETY COMMITTEE MEETINGS

The first prerequisite for the success of any body of men meeting together for a fixed purpose is, that all who are members of that committee should be present and on time. New Safety Committees for the five terminals have recently been appointed, and at this time have held one meeting. Each individual has been selected with a specific purpose in mind, to the end that he would be a useful member of the committee, at the same time recognizing that the committee should be changed from time to time. Mr. Committeeman, individually, you, what are YOU going to do to make your term of meetings a success and prove that no mistake was made in naming you on the committee

In case of accidents, some have shrunk back in the shell saying "The Company preaches Safety First," whereas the fault was actually with the individual injured, and he did not practice Safety First. Safety First is a personal matter with each individual, and the Company as such, is not a party to it, only on the theory that each individual employe makes up the Company.

Besides making suggestions, it should be the business of each individual Safety Committee member to take Safety First as a personal matter, practice it and teach the doctrine that Safety First is an individual matter with each member, and that if he has an accident, ninety-nine times out of a hundred it is the result of his own failure to practice Safety First.

In spite of all the preachment, scarcely a day passes without the attention of the Claim Department being called to the most daring failures of the individual to practice Safety First. Statistics show that 91 per cent. of the accidents are caused by man failure, and only 9 per cent by physical defects. Notwithstanding these statistics, the time and attention of the Safey Committees is consumed almost wholly on physical defect matters.

DOES IT PAY?

There are five different Safety Committees located at the five respective terminals of the Union Traction Company, and each committee is composed of an average of fourteen persons, and meets once a month. The General Safety Board is composed of eleven members, and meets once a month. The General Safety Board, together with the local representatives from the terminal Safety Committees, is composed of twenty-one members, and meets once a month. Thus there

are 102 persons giving his time and attention once a month, and probably about four hours to each meeting, making 408 hours on Company pay. This is equal to the time of two men for a month, at eight hours per day, and this is continued month in and month out, year after year. At that, you can make it pay. Will you do it?

THE SALOON IS SOMETIMES CALLED A BAR—IT IS WELL NAMED

A Bar to heaven, a door to hell
Whoever named it, named it well
A Bar to manliness and wealth
A door to want and broken health.

A Bar to honor, pride and fame
A door to sin and grief and shame
A Bar to hope, a Bar to prayer
A door to darkness and despair.

A Bar to honored, useful life
A door to brawling, senseless strife
A Bar to all that's true and brave
A door to want and the pauper's grave.

A Bar to joy that home imparts
A door to tears and aching hearts
A Bar to heaven, a door to hell
Whoever named it, named it well.

Yours for Safety not only in this world, but in a world to come.—Vestal McDonnell, Operator, Daleville.

MR. AND MRS. WM. DEMOTT

I began my services with the Indianapolis Street Railroad Company on April 18, 1884, as driver of horse car. At that time one man, the driver, also was conductor, making the change and taking care of the other duties of conductors. My pay was in accord with everything else in those days, being low, I received $1.50 for my thirteen-hour run. Six years after I began work for the Indianapolis Street Railroad the first electric cars were run here. This was in 1890. I was one of the first men to run an electric car in Indianapolis, and was very proud of the position. At that time electric cars were a great curiosity, and many ideas were advanced as to the possibility of these cars, but none thought or imagined that they would ever come up to the present standard.

I stayed with the Street Railroad until Sept. 8, 1902, when I took service with the Union Traction Company and have been with this Company up to the present time. I believe that I am one of the oldest motormen in point of service in the state, I having worked as motorman for 27 years, and hope to be able to work 27 more.

I am more than pleased with my present position and am always glad to tell anyone that I work for the Union Traction Company, a system I consider to be one of the best in the country.

Yours truly,
W. L. DEMOTT.

MY AUTO 'TIS OF THEE

My auto, 'tis of thee,
Short cut to poverty,
Of thee I chant.
I blew a pile of dough
On you two years ago,
Now you refuse to go,
Or won't, or can't.

Through town and countryside,
You were my joy and pride:
A happy day.
I loved the gaudy hue.
Thy four white tires so new,
Now down and out for true,
In every way.

To thee, old rattle box,
Came many bumps and knocks,
For thee I grieve.
Badly thy top is torn,
Frayed are thy seats and worn,
A cough affects thy horn,
I do believe.

Thy perfume smells the breeze,
While good folks choke and wheeze,
As we pass by.
I paid for thee a price,
'Twould buy a mansion twice,
Now all are yelling "Ice,"
I wonder why.

Thy motor has the grippe,
Thy spark plugs have the pip,
And woe is thine.
I, too, have suffered chills,
Ague and kindred ills,
Trying to pay my bills
Since thou wert mine.

THE DIFFERENCE.

"God loves the Irish," said Mike to Pat as they were taking up the pavement on Fifth Avenue.

"He does that," answered Pat as he looked up and saw Andrew Carnegie whizzing by in a big limousine, "but He seems to help the Scotch."

Say, boys, when it comes to brains, Mr. Vint Newman is right there. On Dec. 26th, he stepped on some ice and cleaned the sidewalk of mud and water and spilled his brains, which amounted to about $1.50.—Lineberry.

Conductor Manifold has been off duty a week on account of grippe.

The accompanying cut shows the contrast in street car transportation of today and twenty-seven years ago, the picture having been taken in South Marion, at Soldiers' Home corner, in the fall of 1889. The man in charge of the mules is George Kiger, who was later a motorman on the Gas City line. In those early days George showed his inclination for "Safety First" ideas, as he is seen in the picture, nearer the head of the mule motors, than their heels. This car and mules maintained a regular schedule between the Soldiers' Home and Marion, the round trip distance being seven miles. Discussing the old days, when mule power was relied on to pull the cars, Kiger remarked that when he pulled the lines and wielded the whip, the trolley never came off, and the "juice" never quit, until the barn was reached.

DOT LANTZ.

Smart men
Always
Find it
Easy
To
Yield Safe Service

Foolhardiness
Is
Rewarded by
Suffering and
Trouble.

SAFETY

(By R. E. Luellen.)

Your mind may well be likened unto an area of soil. It may be rich in the elements which are conducive to the growth of beautiful, useful and ennobling thoughts, but through lack of proper culture, it may have borne only thoughts of useless and vicious nature, comparable to weeds and cuttle grass; ideas worthless and useless for any good purpose whatever.

Again, it may have become a dumping ground for all manner of rubbish and have become so completely buried thereunder that any fruitfulness at all is denied it. Your mind is like a garden and you are the gardener. You can cultivate it and cause it to become productive beyond all hope or belief. It is a matter of your own choosing as to whether it shall blossom with good, beautiful, great and useful thoughts, or shall bear the weeds, thistles, thorns and burrs of hate, jealousy, arrogance and ignorance, or shall become the dumping ground for foul stories, obscene wit, carelessness, profanity and contemplation of the baser desires.

What a world this would be, if it were filled with beautiful, well kept gardens, each bearing a wealth of blossoms and fruits; if all minds were kept good and clean and beautiful and productive!

OSCAR ARTHUR

"WHAT SAFETY FIRST WILL DO FOR THE INDIVIDUAL WORKER"

(Second Prize Paper, by Oscar Arthur, Chief Clerk to F. N. Norviel, G. P. & F. A., Anderson.)

When one is approached on a subject which may, or may not be of benefit to him, the question is invariably asked, "What good will it do me?"

The "Safety First" movement, organized and in active use among the employes of the Union Traction Company for a period of more than four years, has been of great benefit to the worker and creditable to the Company, but is yet a long way from being perfect. It has encouraged efficiency in the individual in his daily work, has helped him to promote Safety for the patrons of his Company, and at the same time provided himself with that same degree of Safety and protecton.

"Safety First," if carried out in a thorough and energetic manner, will accomplish for an individual the same end in the line of Safety, that attractive and efficient advertising—fortified by good service—will accomplish for a Transportation Company in securing passenger and freight traffic.

The practice of "Safety First" in its many forms, will cause the individual worker to be constantly working for the Safety of all, including himself, and always on the alert for the prevention of possible accidents which might cost many lives and dollars to his Company.

With the two small words of "Safety First" foremost in his mind, the individual worker will be more efficient and careful in his daily occupation, than if carelessly neglecting the principles of this motto.

The individual who is working in harmony with "Safety First" will strive to do his best at all times, thereby co-operating with his fellow worker, who is putting forth his best efforts to gain the same goal; and, as a unison of individual workers they will promote Safety among themselves and give the patrons of their Company the protection they have a right to expect, in view of the constant "Flash-light" of "Safety First" thrown upon them.

(Mr. Arthur tied with Mr. Mitchell on the standing of their papers, and a coin was flipped to determine the standing. Mr. Arthur lost, but it does not detract from the quality of his paper).

THE POLITE BOY

Say, papa, shall I give the lady my seat?

F. D. PATTERSON

I began my railroad career in September, 1888, for the C. W. & M. R. R., now the Michigan Division of the Big Four, as fireman. Was promoted to engineer in 1891, which capacity I retained until I entered the service of the Union Traction in 1903, December 12th, as a motorman.—F. D. Patterson.

It is reported that on Jan. 5th, John Danforth was operating train 324 north through Noblesville, and the driver of an automobile who was also northbound ahead of the car, suddenly turned his auto around in the street between crossings, and by quick manipulation of his appliances, Mr. Danforth stopped and avoided a collision, which we think was very creditable indeed.

—

E. H. Mitchell, of Indianapolis, who won three prizes in essays on subjects related to Safety First, has resigned to take a position with a large implement manufacturing concern at Rockford, Ill., as manager of the Safety Department. He achieved a marked distinction while with us, and we all wish him unbounded success in his new work.

—

The wife of Tom Renforth, big, efficient Indianapolis conductor, has been seriously ill, but is reported as better.

—

The trial of "Billy" Griffin, for alleged speeding in Cicero, has been postponed three times because (it is alleged) Griffin refused to appear, and "Billy" is getting "peeved" at the delay.

—

Harold Dunmeyer was a mighty good cashier and rendered Supt. Leiper a lot of efficient help. He has resigned to take a place traveling with the Crescent Paper Company of Indianapolis. We feel that "Dunnie" was foolish in leaving us, but wish him the pinacle of success in the new line.

—

J. C. Gahan recently spent a week in Michigan visiting friends.

—

William Weaver, motorman at Indianapolis, has had a three weeks' illness, but has improved and is back at work.

—

Miss Paitzel, in Freight Claim office at Indianapolis, spent Sunday, Jan. 28th, with friends in Marion.

—

Delmer Hughes, Broad Ripple conductor, was recently the victim of a painfully severe injury, wherein his ankle was sprained when he was run over by an automobile. His disability may last six weeks or more.

—

William Green, "Billy" for short, has been sick for two weeks lately.

—

Ralph Briles has been made cashier at Indianapolis. Funny how many handsome girls call and inquire for lost parcels, etc., since he started in.

—

The three members of the crew of the Kokomo freight of Indanapolis, are Sam Smith, Fred Darnell and Perry Hinshaw. Each of them is a royal good fellow, and each is the good old daddy of seven husky youngsters. Can Indianapolis be blamed for being proud of this bunch?

—

W. A. Gibson has been on the sick list for about a month.

—

W. A. Jones, agent at Noblesville, is taking a three months' leave to go to Texas.

—

Conductor Schweinfurth was in the hospital for an operation, due to an after effect of his severe attack of typhoid pneumonia.

—

Clarence Younts, chief engineer of Eaton power house, resigned about the middle of January.

—

Conductor L. H. Cortner weilded the ax recently and cut off the end of one of his fingers.

—

Conductor Rozelle has been off duty 18 days with the quinsy.

—

Why is Billy Quigley attending the automobile show in Chicago?

—

Alex Newhouse disappeared recently for two days.

J. R. GIBSON

I never had any actual railroad experience before taking employment with the U. T. Co. of Ind., on Dec. 8th, 1903, placing me in actual service 12 years and 10 months. Have never had a wreck or serious accident. I have worked both as conductor and motorman, all the time out of Muncie. Have seen the U. T. Co. grow from one interurban line out of Muncie to its present standard of five, and from the old St. Louis car, with its L-4, to the latest type of equipment and steel cars.

Yours truly,
J. R. GIBSON.

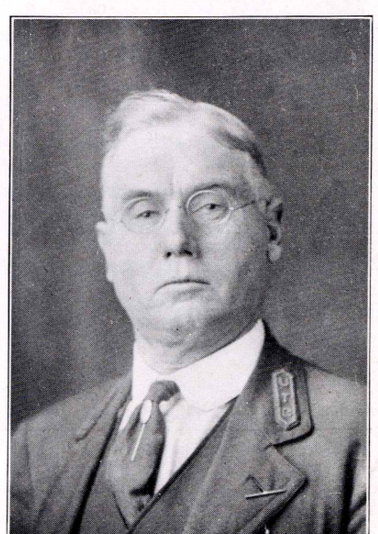
It is rumored that Jerry Keever will be a candidate for mayor of Muncie at the coming election. His smile does seem a little broader.

—

Conductor E. T. Harris has been off duty two weeks with lumbago.

CAPT. WILLIAM HEIGER'S GOOSE

City Motorman H. H. Sheeley was strolling along the banks of Killbuck one afternoon in November, when his eyes caught sight of a goose. Now, Mr. Sheeley is from Arkansas, and he knows a wild goose when he sees one. Now, to prove the goose was wild, just ask Capt. Bill "Heiger." Bill happened along just about this time, and he said, "That is my goose." Sheeley said, "Yes, if you can catch it." Bill knows his goose when he sees it and picked up an arm load of rocks and started after the goose. He ran up and down the stream until he was almost fatigued, when he noticed the water was only waist deep, so he waded in, still muttering, "That is my goose." Well, he caught the goose just as it was going down the last time. This wild chase happened just a little north of the Wilderness in which Mr. C. J. Stanley was found.—E. Lineberry.



A. B. LOTZENHEISER
One of the Conductors on the Marion Flyer.

The Union Traction Mutual Benefit Association.

Announcement is hereby made of the organization, effective February 1, 1917, of THE UNION TRACTION MUTUAL BENEFIT ASSOCIATION.

The Association has been organized for the relief of its members when disabled by sickness or accident and for the payment of death benefits to dependents or other beneficiaries. Several hundred employes of the Union Traction Company of Indiana have already signified their desire to become members. The scale of dues and benefits follows:

Initiation fee—$1.00 (To be paid by Union Traction Company of Indiana for all members who shall join the Association within 90 days after February 1, 1917.)

Class A—Dues 60 cents per month.

Benefits—$1.00 per day for 52 weeks after first seven days, for disability from sickness.
" —$1.00 per day for 104 weeks after first three days, for disability from accident.
" —Accidental death—$500.00
" —Natural death—$250.00

Payments also provided for accidental loss of limbs, eyesight, etc.

Class B—for members receiving compensation of $45.00 or less per month. Dues and benefits one-half the above.

The management of the affairs of the Association will be vested in the following Officers and Trustees:

President, H. A. Nicholl
Vice-Pres., C. H. Allen
Secretary, Walter Shroyer
Treasurer, W. H. Forse, Jr.
Medical Examiner, Dr. J. B. Fattic

TRUSTEES (Two year term)
Mr. M. E. Graston, Traffic, Indianapolis
Mr. W. R. Goodknight, Power, Tipton
Mr. C. A. Prentice, Roadway, Muncie
Mr. Sam Hughes, Motive Power, Anderson
Mr. Chas. Hern, Transp., Marion

TRUSTEES (One year term)
Mr. Robt. Marshall, Transp. Tipton
Mr. Jno. Hancock, Roadway, Anderson
Mr. Wm. Abel, Power, Winchester
Mr. John Shore, Transp. Indpls.
Mr. Guy Graham, Motive Power, Marion

The members of the Board of Trustees shall thereafter be elected annually, each member of the Association being entitled to one vote. The Officers other than President shall be elected annually by the Board of Trustees.

The opportunity to become a member is open to the employes of the Union Traction Company of Indiana. The Company has agreed to guarantee the full and punctual payment of benefits, to provide free of expense to the Association the services of its President, Vice-President, Secretary, Treasurer and Medical Examiner, and to provide office facilities, etc., for the transaction of its affairs. The Union Traction Company of Indiana has also agreed to pay the initiation fees of all members who shall join the Association within 90 days from February 1, 1917.

Employes of the Union Traction Company of Indiana who join this Association will by this means procure insurance at a material reduction in cost as compared with the prices usually charged for such insurance. It is estimated by insurance authorities that about forty per cent of the total amount of insurance premiums collected by the insurance companies is expended by them for salaries of insurance salesmen and for other expenses incidental to their business. All such expense is eliminated in the case of this Association.

Application blanks can be had within a few days at stations and other places where employes are accustomed to receive their pay checks.

Respectfully submitted,

W. H. Forse, Jr.
Treasurer.

Anderson, Indiana, January 24, 1917

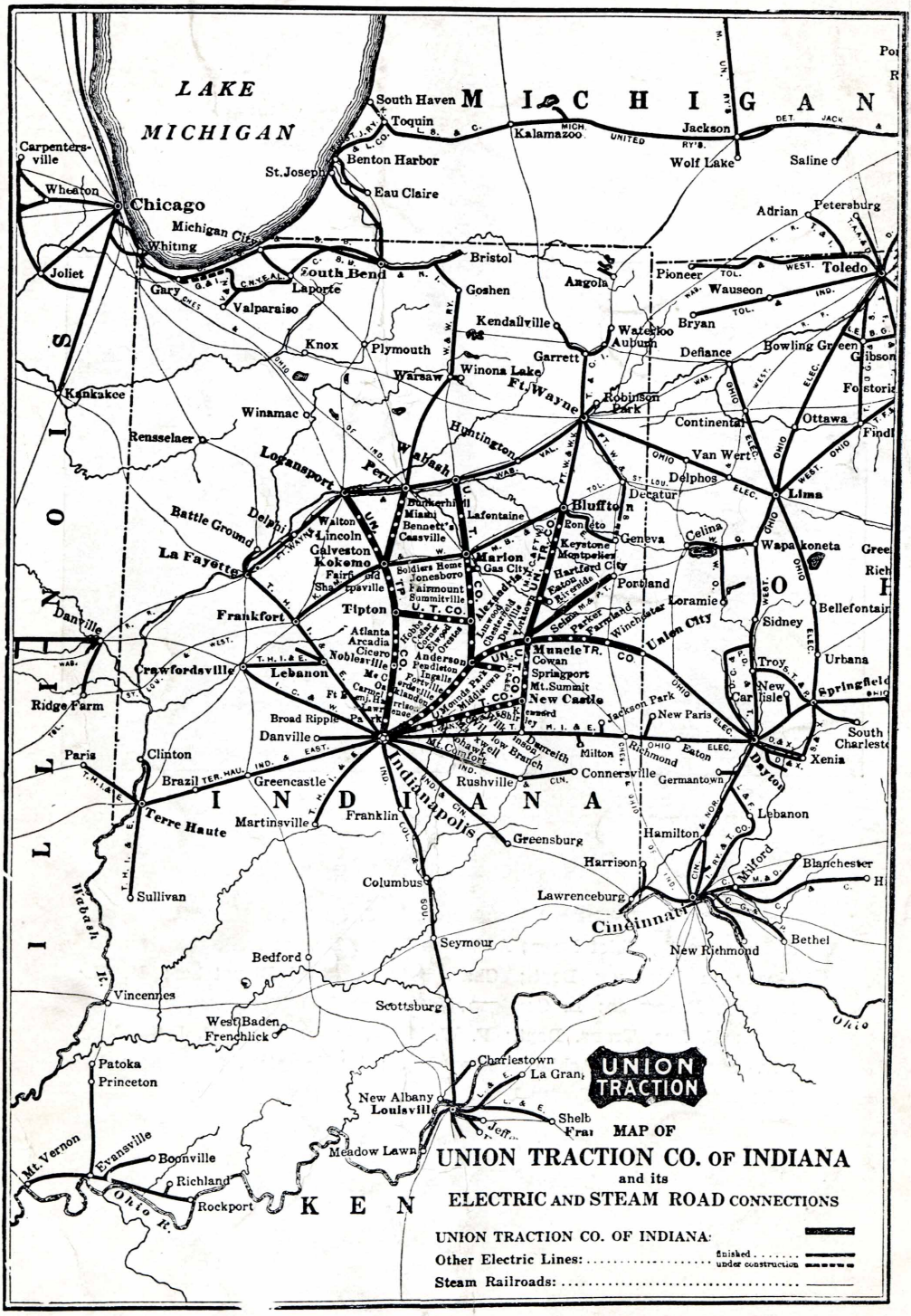
SUCH IS LIFE.

Form letters are sometimes dangerous. Not long ago a passenger wrote to a railroad explaining why he preferred to sit up all night in a smoking compartment rather than share his berth with bed-bugs. The letter of apology he received was so much of an apology and so reasonable an explanation that the gentleman felt he had been unreasonable, when he happened to notice that his original letter, through error, had been returned with the letter of apology. Looking at it, he saw scrawled across the top this blue-pencil endorsement: "Send this guy the bedbug letter."

ANDERSON SAFETY COMMITTEE

July-December, 1916

Left to right: H. F. Walford, Conductor; R. J. Custer, Division Engineer; J. G. Haworth, Chief Engr., Anderson Power House; Rollo Kessler, Engineer in Roadway Dept.; Chas. Painter, Chief Dispatcher; H. H. Sheeley, Motorman; L. Corrigan, Motorman; J. O. Pennisten, Elec. Div. Engr.; E. Lee, Trans. Dept.; F. W. Riggs, Power Dept.; C. J. Stanley, Div. Supt.; Chas. Ashba, Power Dept.; E. Hampton, Conductor; E. Schoonover, Motive Power Dept.


LAKE MICHIGAN
MICHIGAN
INDIANA
ILLINOIS
KEN
Chicago
Michigan City
Whiting
Gary
Valparaiso
Laporte
South Bend
Bristol
Goshen
Kendallville
Angola
Waterloo
Auburn
Garrett
Ft. Wayne
Robinson Park
Huntington
Wabash
Peru
Logansport
Winamac
Rensselaer
Knox
Plymouth
Warsaw
Winona Lake
Kankakee
Battle Ground
Delphi
La Fayette
Frankfort
Tipton
Kokomo
Marion
Gas City
Bluffton
Decatur
Delphos
Van Wert
Continental
Lima
Ottawa
Wapakoneta
Celina
Geneva
Portland
Loramie
Union City
Muncie
Cowan
Springport
Mt. Summit
New Castle
Anderson
Lebanon
Crawfordsville
Danville
Ridge Farm
Paris
Clinton
Brazil
Terre Haute
Greencastle
Martinsville
Franklin
Indianapolis
Greensburg
Rushville
Connersville
Milton
Richmond
Eaton
Germantown
Dayton
Xenia
Springfield
Troy
Urbana
Sidney
Bellefontaine
Lebanon
Hamilton
Harrison
Lawrenceburg
Cincinnati
Milford
Blanchester
Bethel
New Richmond
Columbus
Seymour
Bedford
Sullivan
Vincennes
West Baden
Frenchlick
Scottsburg
Charlestown
New Albany
Louisville
Meadow Lawn
Patoka
Princeton
Mt. Vernon
Evansville
Boonville
Richland
Rockport
Ohio R.
Wabash R.
Toledo
Adrian
Petersburg
Pioneer
Wauseon
Bryan
Defiance
Bowling Green
Gibson
Fostoria
Jackson
Wolf Lake
Saline
Kalamazoo
Toquin
South Haven
Benton Harbor
St. Joseph
Eau Claire
Carpentersville
Wheaton
Joliet
Kalamazoo
Jackson Park
New Paris
Eaton
Richmond
Milton
Jackson
Union
Ohio
Wabash
Lafontaine
Bennett's
Cassville
Walton
Lincoln
Galveston
Fairfield
Shaftpaville
Soldiers Home
Jonesboro
Fairmount
Summitville
Atlanta
Arcadia
Cicero
Noblesville
Fortville
Ingalls
Fairmount
Alexandria
Lunwood
Chesterfield
Daleville
Yorktown
Eaton
Riverside
Hartford City
Montpelier
Keystone
Ronceto
Selma
Parker
Farmland
Winchester
Lynn
Cowan
Springport
Mt. Summit
Jackson Park
Milton
Richmond
Eaton
Dunreith
Mt. Comfort
Ohawk
Lowell
Inson
Branch
Mt. Comfort
Hobbs
Cedar
Corner
Elwood
Orestes
Pendleton
Ingalls
Fortville
Middletown
Mounds Park
Carmel
Oakland
Lawrence
Ft. Harrison
Broad Ripple
Park
Danville
Ridge Farm
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Crawfordsville
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Winamac
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Bellefontaine
Sidney
Urbana
Springfield
Troy
New Carlisle
South Charleston
Xenia
Dayton
Lebanon
Hamilton
Milford
Blanchester
Bethel
New Richmond
Lawrenceburg
Harrison
Greensburg
Franklin
Columbus
Seymour
Bedford
Scottsburg
Charlestown
La Grange
Shelb
Jeff
Fra
Meadow Lawn
Ohio
Wabash
Toquin
South Haven
Benton Harbor
St. Joseph
Eau Claire
Carpentersville
Wheaton
Joliet
Michigan City
Whiting
Gary
Valparaiso
Laporte
South Bend
Kankakee
Winamac
Rensselaer
Logansport
Delphi
Battle Ground
La Fayette
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Ridge Farm
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Greensburg
Franklin
Indianapolis
Rushville
Connersville
Milton
Richmond
Eaton
Germantown
Jackson Park
New Paris
Muncie
Cowan
Springport
Mt. Summit
New Castle
Anderson
Lebanon
Danville
Broad Ripple
Park
Fairmount
Summitville
Jonesboro
Soldiers Home
Fairfield
Shaftpaville
Walton
Lincoln
Galveston
Kokomo
Bunkerhill
Miami
Bennett's
Cassville
Lafontaine
Marion
Gas City
Bluffton
Decatur
Delphos
Van Wert
Lima
Wapakoneta
Celina
Geneva
Portland
Loramie
Union City
Winchester
Parker
Farmland
Selma
Eaton
Riverside
Hartford City
Montpelier
Keystone
Ronceto
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Springfield
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Ohawk
Lowell
Inson
Branch
Mt. Comfort
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Corner
Elwood
Orestes
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Scottsburg
Charlestown
La Grange
New Albany
Louisville
Meadow Lawn
Ohio
UNION TRACTION
MAP OF
UNION TRACTION CO. OF INDIANA
and its
ELECTRIC AND STEAM ROAD CONNECTIONS
UNION TRACTION CO. OF INDIANA:
Other Electric Lines: finished under construction
Steam Railroads:

NOV., 1917

SAFETY

UNION TRACTION COMPANY
OF INDIANA

IND.
Pam.
385
no. 26
v. 3
#8

MINE

YOURS OURS

CO-OPERATION

GENERAL SAFETY BOARD

H. A. NICHOLL, Chairman
E. E. SLICK, Secretary

WALTER SHROYER
S. R. DUNBAR
C. S. KEEVER
F. D. NORVIEL
J. A. VAN OSDOL

C. H. ALLEN
G. H. KELSAY
R. N. HEMMING
L. A. MITCHELL
W. H. FORSE, Jr.

E. E. JONES

LOCAL SAFETY COMMITTEES DURING THE SIX MONTHS BEGINNING JULY 1, 1917

ANDERSON—

Henry Commiskey, Power, Chairman; J. O. Penisten, Power; C. A. Adams, Power; John Berry, Power; R .J. Custer, Roadway; Frank Penisten, Roadway; J. E. Hester, Motive Power; D. B. Snyder, Motive Power; Wm. Morris, Motive Power; C. J. Stanley, Transportation; Charles Ferguson, Transportation; E. Britton; Transportation; E. Peterson, Transportation; Ray Bupt, Transportation; O. H. Ball, Transportation; O. G. Brown, Transportation.

INDIANAPOLIS—

M. E. Graston, Traffic, Chairman; L. E. Halstead, Traffic; E. C. Eakin, Roadway; George Dokes, Roadway; Wm. Kinnick, Roadway; J. M. Plummer, Power; J. W. Higgs, Power; T. N. Devening, Motive Power; Ed. Bailiff, Motive Power; H. P. Leiper, Transportation; John Earle, Transportation; H. G. Hook, Transportation; Wm. Smith, Transportation; A. T Shackelford, Transportation; C. O. Balfour, Accounting.

MARION—

W E. Squires, Transportation, Chairman; Wm. H. Green, Transportation; Jeff Hern, Transportation; C. W. Jacobson, Transportation; Wm Simmonson, Transportation; George McPherson, Transportation; John Hancock, Roadway; Levi Ditsler, Roadway; W. Larue, Power; D. Miles, Power; Guy Graham, Motive Power; Elt Mills, Motive Power; John A. Jones, Claim: T. W. Jones, Accounting; A. E. Moore, Traffic.

MUNCIE—

W. B. Priest, Power, Chairman; Mont Dailey, Power; C. C. Childers, Power; A. G. Snell, Transportation; W. H. Quigley, Transportation; George Arthur, Transportation; Dan Howell. Transportation; Frank Boots, Transportation; A. Coats, Transportation; M. Peden, Transportation; C. A. Prentice, Roadway; Robert Knight, Roadway; Fred Connelly, Motive Power; William Russey, Motive Power.

TIPTON—

A. A. Dunlap, Chairman; Oscar Bransford, Roadway; Homer J. Miller, Motive Power; J. W. Lee, Motive Power; Morgan Jones, Transportation; C. W. Dragoo, Transportation; N. H. Wilsh, Transportation; M. Russell, Transportation; H. Eager, Transportation; George Haines, Transportation; W. R. Goodknight, Power; J. H. Maugans, Power; D. L. Barlow, Power; R. E. Luellen, Claim; J. F. Suffolk, Purchasing.

SAFETY

A MAGAZINE DEVOTED TO THE INTERESTS OF THE UNION TRACTION COMPANY OF INDIANA AND ITS EMPLOYES

S. R. DUNBAR, EDITOR

Vol. 3 NOV., 1917 No. 8

SUGGEST

CO-OPERATION

Greetings from the new Editor!

He takes great pleasure in being able to come before you in this way and in having been given the opportunity to do so.

If there is anything the editor tries to stand for it is CO-OPERATION, hence the heading of this article, and anything which he can do to promote co-operation will be earnestly undertaken.

A good many paragraphs could be written on the subject and still they would all be comprised in the Golden Rule. Each employee who practices the Golden Rule in his work may know that he is consciously or unconsciously considering himself as a means for unity in our operation—that he is a booster for co-operation.

We cannot do any particular individual much harm by knocking him but we can do the organization of which we are all a part, considerable injury if knocking is indulged in even to a limited extent. Knocking is mentioned in this connection merely because it is the outward evidence of friction and antagonisms which are themselves the opposites of co-operation. Away with them!

The particular brand of co-operation which these few lines are intended to promote can best be indicated by stating that we hope to make the magazine a continued success and it cannot be the success it should be unless its pages are well worth reading and unless you read what is offered. If both these ends are accomplished then we shall all co-operate to make a success of our Safety organ.

There are only two reasons that occur to us as to why SAFETY should not be read: one is, that it is not worth reading, and the other is that the should-be reader is not interested in Safety First or in matters concerning the welfare of his company or himself. It is our earnest wish that neither of these conditions shall exist and any suggestions which readers care to make looking towards improvement in the magazine will be greatfully received. Please feel free to suggest at any time, or to send in articles, or items of interest, bearing in mind of course that the magazine is small and that it may not be possible to use everything offered.

I bespeak your hearty co-operation and support. S. R. DUNBAR.

WAR IS ——

But there is more than one kind of what war is, these days. Ask our genial Auditor and he could tell you a tale of much woe.

All that we do in working for our company takes the form of some sort of expense. All kinds of reports go to the auditor's office every day in the month to be recorded and form the basis of our knowledge of what we are doing. On some day soon after the first of the month when the facts have all been gathered together and grouped under the different headings of expense the auditor makes up a big bundle, drinks a good strong cup of coffee and lights a black cigar, puts a bottle of blueing in his pocket, beats it for the general manager's office and proceeds to hand that gentleman a good sized lemon instead of a melon.

They sit down across the table from each other and spread out the reports and open up the bottle of blueing so that its gentle influence may pervade the atmosphere.

First they look over the account of the cost of fuel (call it food) and find that coal has cost us say $20,000 more this year than it did for the same month last year. Then possibly they touch gently on the cost of keeping the cars in repair and on the road, maybe that is $10,000 higher. Possibly there are a couple more $5,000 increases and the balance of the increases may be another $10,000. All together the expenses have gone up for the month, say $50,000. Fine business.

Then they look at the other side of the ledger and find that we have earned $25,000 more during the month than we earned last year during the same month. Then they substract the $50,000 that we spent more than we did the previous year from the $25,000 greater earnings and they have $25,000 left—NOT! Getting $25,000 more revenue in one month and then turning around and finding we spent $50,000 more means just one thing—can you spell what war is?

What can we do to help? Here's one way:

Co-operating to make every hour of work, every dollar spent, every piece or pound of company material used, show full value obtained for the company. That means care and concentration in the performance of

duties, and no waste through either unwise or unsafe practices.

Further it means cutting out that thoroughly and essentially dishonest expression heard once in a while, "Oh, the company is rich, they can afford to pay!" **No** company, least of all an electric railway company in these times, is rich enough to pay for waste of **any** kind. Our company is a large one and of course must take in a good deal of money, but it **needs** more than it takes in. That is absolutely straight dope—don't let anyone be unfair enough to even make you **think** otherwise.

Add a little letter "p" to "what war is," and **go to it.**

OUR MAGAZINE

"SAFETY" is for **all employees** and we hope to make it not only interesting to everybody on the property no matter what department he may be in, but a means for exchanging ideas, and so have every issue a **family talk,** something to **pull** us together. To that end let's have all the interesting items **you** can send in about some piece of work well done, or accident prevented, or a good deed witnessed by some other employee, etc., etc.

The endeavor will be to recognize everyone's effort to promote safe operation but it will hardly be possible to have articles especially applicable to **each** department in **every** issue. The best we can do is to have everything, so far as can be, of general interest, that is of interest to most readers of the magazine, even if any one branch of the operation is not especially referred to frequently. In order to have **something** from each department, even though only short items, we shall need the assistance of everybody.

Most accidents happen to the cars or to our passengers, so that matters particularly applicable to the operation of trains will probably be touched upon most often.

Get in items and **photos** and articles **at least** three days before the end of the month. Short personals can be sent in late and will be published if possible, but "first come first served."

"Safety" First.

SIGN UP

An annonymous communication was received the other day signed "An Operator." It contains a very good suggestion, the kind which the editor is looking for but he cannot make as much use of it as he would like, by reason of not being able to address the person who sent it in and find out more about what his idea was.

It might be well to say here that any communication addressed to "Editor Safety" will be opened by the editor personally and will be considered as strictly confidential, if such request is made, and it does not make any difference what the subject of the suggestion or question is. No one need have any fear that any confidence will be misplaced, but we **do** ask that you **sign** any communication sent in. Any kind of a complaint or suggestion will be very gladly received.

OFFICIAL

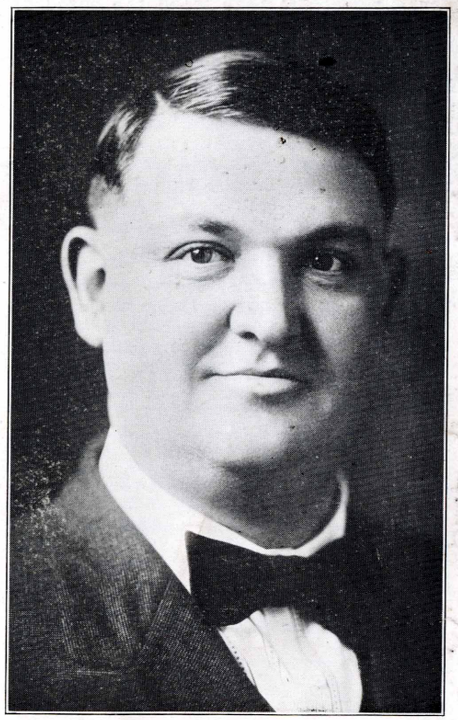
If any one is interested to act as correspondent for SAFETY at any of the points mentioned below, in order that we may get news items from those places as well as Safety thoughts, the editor will greatly appreciate your sending him your name: Union City, Portland, Bluffton, Muncie, Newcastle, Indianapolis, Anderson, Marion, Peru, Logansport, Kokomo, Tipton, or any other place on our lines.

There was so much material offered and available for this issue of "SAFETY" that we must apologize to our friends who helped for not being able to get everything in. Look in next issue for some few items not found in this.

OVER THE TOP

Union Traction employees have proven their Americanism by lending Uncle Sam $37,500.00 with which to prosecute the war. Section men, shopmen, trainmen, electricians, office girls, agents, officials and others, 528 employes all told, cheerfully and gladly invested in second issue 4 per cent Liberty Bonds. Some men subscribed for their wives, others for their children, and when you come to think of it the women and our boys and girls are intensely concerned in this war against German frightfulness. Starving Belgians, deported Poles, massacred Armenians and drowned seamen appeal for pity, but more tragic than all these are the stories of cruelty inflicted by Prussian militarism upon helpless women and children. Yes, we are "over the top" with this loan and we will send our dollars along wiht our fighting men, our precious American lads, in the name of a people who have always fought and have always won, when righteousness and freedom have been at stake.

As a matter of detail it may interest employees to know that practically one hundred per cent. of the employees in the stores and accounting departments and the Anderson power plant subscribed for Liberty Bonds, while some other departments did almost as well. Each subscribing employee will be furnished a receipt with the pay check for the deductions of installments, and this will require more than 12,000 receipts to be issued during the year. The company makes no charge for handling the details and will cheerfully refund, upon written request, the amount paid on a bond subscription if an employee leaves the service or is unable to complete payment.—(W. H. F.)



C. S. ("JERRY") KEEVER

ARRIVED

While I have been with this company for a number of years, probably for as many years as most any, except those who started before the days of electricity, I have only been wtih you in my present capacity for a month, and already the editor of our little booster organ has asked for a brief history of my life and a statement as to "my policies" as acting superintendent of transportation. So here goes.

I began work for the Union Traction Company of Indiana on April 24th, 1901, as a city conductor at Muncie. After working thirty days on the rear end I was transferred to the front end and stayed there for over a year, then I was assigned a run on the main line between Muncie and Indianapolis as motorman, having a late run out of Muncie for a period of over a year. After that for about two months, commencing August, 1903, I served as instructor of motormen and conductors.

At that time what is now known as our Tipton Division and was then called the Indianapolis Northern Traction Company, was under construction. Mr. John L. Matson, master mechanic, and I were placed in charge of the gravel pit and the gravel trains. The passenger trains were first operated between Tipton and Kokomo and later on, to Peru, Logansport and Indianapolis. In the spring of 1904 I was appointed local superintendent at Tipton, in which capacity I served until January 1st, 1907, when I was transferred to Muncie as local superintendent. Holding that position for over ten years I have gained a great deal of experience and many friends of whom I am very proud.

All this time my work has been a great pleasure to me, and will continue to be a great one, owing to the broader field of activity, together with the closer personal contact with my fellow workmen. With each and every man's loyal support, together with plenty of "pep," I am constantly endeavoring to give my company the best possible service.

I was married in October, 1909, to the best little girl in the world. We have one child, a boy, who has added much to life for both of us.

Now a word as to my "policies." In the first place there isn't going to be any **policy** about it. I am just going to shoot as straight as I can at a target having the following rings on it:

OBEDIENCE—Know what you are supposed to do and **do** it.

A SQUARE DEAL—For every one and this "works both ways," both as between individuals and as between departments of our company. I intend to give every man and every department a square deal, and expect the same in return.

CO-OPERATION—Let's boost everybody's game and then we can hit "Safety First," the bull's eye of the target.

SMILE AND BE COURTEOUS—They are great boosters in every walk of life.

Yours,
JERRY.

The season of falling leaves and heavy dews is at hand—the two make treacherous rails. With a careless motorman they form **a property-smashing and death-dealing combination hard to beat.** Take it easy on bad rails, remember your sand, and **don't forget the principle of operation on slippery rails.**

PRIZE CONTEST FOR THE BEST PAPER ON :: ::

"How Does the Obedient and Orderly Man Promote Safety First?"

See Circular and get into the game!

GENERAL HINTS ON THE APPLICATION OF AIR BRAKES

(By R. N. Hemming, S. M. P.)

To gain time, adapt the brake pipe reduction, or application of brakes to speed. For example, for high speed make a full application and graduate off when a short distance from the stop. To handle train smoothly make application heavy and in proportion to speed, and soon enough so that if held on, the train would stop a car length or so short of the mark. Then as the stop or mark is approached, graduate the pressure out of the brake cylinder so that little remains when stop is made. If on a level, complete the release: if on a grade, hold until the signal to start is given, then release. As the pressure has been graduated down so that little remains in the cylinder, it will be seen that the start can be made promptly.

A clear idea of what this means will be obtained from the following comparison of the proper and improper methods of brake manipulation. Fig 1, is a diagram showing graphically the results of both ways. Dotted lines show the usual method of operation, the wrong way.

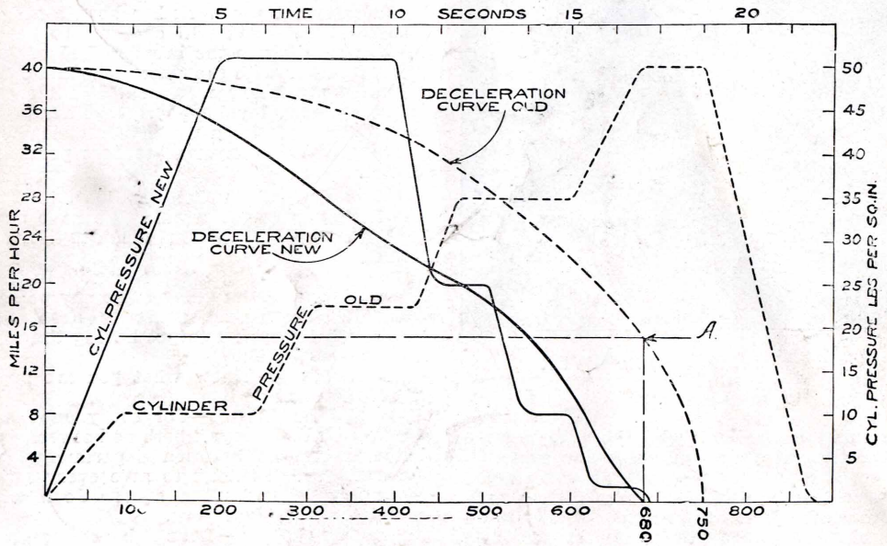


FIGURE 1. APPLICATION OF AIR BRAKES

THE WRONG WAY

The speed as shown is 40 m. p. m. when the application is begun. The brake is applied in a series of steps or graduations so that in about 16 or 17 seconds maximum cylinder pressure has been reached, at the wrong speed ratio, for in the meanwhile the train has been brought nearly to a standstill with the highest brake cylinder pressure being developed at the time when the speed of the car is the lowest, consequently with a great tendency of causing wheels to slide and making it necessary to get rid of the high cylinder pressure at once or come to a stop with an unpleasant jerk. This is disagreeable and uncomfortable as well as unsafe to passengers, also placing undue and unnecessary stress and vibration on car and equipment. A stop by this method is made in say 750 feet.

The full lines show the

PROPER METHOD

and what is possible in the way of smoothness of stop, accuracy of stop saving time and tendency to cause wheels to slide. The maximum cylinder pressure required is obtained and applied at once; according to the speed of the train and in the proper ratio to speed, and at a time when the speed of the train is highest and the holding power of the brakes least effective. At the end of about ten seconds, when the speed has been reduced to say 20 m. p. h. and the brakes are "taking hold" more powerfully, a part of the cylinder pressure is released; enough (25 lbs.) being retained in the cylinder to maintain as high a rate of deceleration as possible without danger of sliding wheels. This operation is repeated as may be necessary to keep the retarding force (brake cylinder pressure) in its proper relation to the decreasing speed of the train. A stop by this method is made in say 680 feet, 70 feet shorter than by the IMPROPER method, and plainly with much greater smoothness, less tendency to wheel sliding, in a shorter time and with the brake cylinder pressure nearly or completely exhausted and the system practically fully recharged.

The point "A" in the diagram shows that in making the stop by the first method (THE WRONG WAY) the train was running at a speed of over 15 m. p. h. when passing the point at which it would have come to a stop if the second and CORRECT method of brake application and operation had been followed. Such a comparison as this shows clearly that the question as to which method of application and operation should be pursued, is not simply theoretical, but is of vital and practical importance. This method applies to straight air as well as automatic and to combination, stragiht and automatic, the latter known as the M-22 engineer's valve. All makes or types of brakes are capable of making graduated release. DON'T slide your wheels. (To be continued).

250 AND 297 TWICE

Glance at the following list of badly damaged cars, 250 and 297 twice, 276, 258, 243, 263, 281, 296, 401, 411, 633, 631, 606, 120, 502, 34, 180. All these since the first of the year, meaning the expenditure of thousands of dollars for repairs, to say nothing of the thousands upon thousands paid out in claims from deaths and injuries sustained by patrons, besides the immense amount of undesirable advertising.

Our company would be in much better position to meet the increased costs of materials and labor and would have had these cars in service when they were badly needed, had "Safety First" prevailed at all times.

So let's each and everyone resolve and let's put that resolution into practice, to do our level best to place our company where it should be, even above where we were when we won the Brady medal.

Any employee who is unwilling to do this should make room for some one who thinks of something more than watching the clock and listening for the whistle to blow for quitting time.

Let every fellow shoulder his share of the burden and VOW that never again will he be guilty of taking a chance which might result in injury to himself, his fellow workman, patrons of our company or in damage to our company's property.—(J. E. Hester.)

BAD TALK

(Forbidden Conversation.)

Rule 292. Motormen while operating trains are permitted to answer questions of superior officers and to give proper instruction to students **only.** Also to hold **necessary** conversation with conductors concerning their duties. **All** other conversation while the train is in motion, **is forbidden.**

To assist motormen in obeying this rule as well as for other reasons, **Bulletin 35** was issued and reads as follows:

"You are authorized to carry passengers and employees in the baggage compartment of three compartment cars which have the sliding door or other arranged separate compartment for motormen, under the following conditions only:

"In the case of passengers, you may permit them to ride in the baggage compartment whenever the smoking and ladies' compartments are filled, but not otherwise.

"In case of employees, you will permit the heads of the following departments, viz: transportation, roaway and power departments, or their division superintendents, engineers, linemen and electricians to ride in the baggage compartment of these cars at any time, limiting the number in the baggage compartment at any one time to two (2) employees.

"In the case of a crowded car, you are permitted to allow any number of employees or passengers to ride in the baggage compartment as may be necessary."

If you are permitted to ride in the vestibule, you are not giving the motorman a square deal if you cause him or even permit him to disregard Rule 292 above.

WANTED

New members for the Union Traction Mutual Benefit Association.

This insurance, health and accident combined, is the cheapest insurance you can find anywhere, yet at the same time is absolutely safe.

All arguments which you have ever heard given in support of such insurance can be applied to our little association.

Your duty to your family **requires** that you carry some kind of insurance and it is almost impossible to carry too much.

If you are a member do everything you possibly can to get employees who are not members, to join. The success of the association depends on the largest membership possible to obtain. Membership now is somewhat reduced on account of the number of employees who have left the service and therefore cannot belong to the association any longer. If you can get a man to join, you are not only working for the success of the association, and incidentally yourself, but you are actually doing the man whom you get to join a benefit.

Here's another chance to boost.

The greatest steam locomotive in the world has been put into service by the Baldwin Locomotive Works. It is so gigantic that its boiler had to be made flexible at three different joints so that the locomotive could turn around a curve. It is over 100 feet long and weighs some 420 tons. Twenty-four driving wheels, each standing as high as an average size man, afford its traction.

WANTED—Gentle pony to use for feed. Address K, care of Herald.

HOME AGAIN

Did you ever make a trip back home after having been away for a few years, and do you recall your feelings at the time of arrival when you were met by the folks and friends? Did it not seem good to be "home again"? The writer has just expereinced such a pleasant and friendly greeting with a full toned ring of sincerity, and warmed by handshakes that made me feel that surely I was "home again."

My railroad experience dates back to May 31, 1898, when I began work in the shops of the Citizens' Street Railway Company of Muncie. During the next few months I worked on the track and roadway putting in new ties, new bonds and loading gravel at the pit at West Side Park, after which I put in some new timbers in the bridges over White River and repaired and painted the old car barn on Ohio avenue.

About the 20th of November of the same year, I began working as motorman and conductor on the ctiy lines, and for the next two years held runs from time to time on the different lines. When the interurban line from Anderson to Muncie was built I took a run to Anderson and later to Indianapolis for more than two years. When I think of the present system of train operation and then recall that in the early days we had no train order blanks and no time table except a leaving time at each terminal, I can appreciate the wonderful strides that have been made to promote "Safety First."

In February, 1903, I accepted the position as time keeper in the office of superintendent of transportation at Anderson. As new lines were built and others added to the system, it was necessary to change the time table quite often, so that for the next few years we had a lot of experience in this work. In June, 1910, I was appointed division passenger and freight agent with office at Indianapolis, and for the next three years had duties entirely different from any previous experience.

Having had the general training and experience as shown above, I did not hesitate to accept the position as superintendent of transportation of the Rockford and Interurban Railway Company at Rockford, Ills., when it was offered me in July, 1913. This company has interurban lines, Rockford to Freeport and Belvidere, Ills., and to Beloit and Janesville, Wis., as well as city lines in Rockford and in Janesville. During the four years of my work with that company we started the Safety First movement, the Mutual Benefit Association for all employees, a baseball team, made up of employees from all departments, which was strong enough to win the city championship against seven teams in the city league the first season. A male chorus was later started and an orchestra organized from men in the transportation department, and once each month during the winter season a supper

A. G. ("GUS") SNELL.

and old-fashioned dance was given, being strictly for employees and their famlies. It was a pleasure indeed to see some of the older and gray-haired trainmen "swing 'em on the corner." These suppers and dances were looked forward to with a great deal of interest and we found that these entertainments alone did a great deal towards bringing about a better and more brotherly feeling among employees.

I wish to add a few lines expressing my opinion of the value of a loyal and safe man in the service of the Union Traction. If we are loyal to our employer, we will give our best at all times in our effort to improve the service and to follow the instructions given us. We, as employees, are rewarded by the esteem in which the public holds us as well as our company, if we serve them well. We should realize, too, that energy or "pep," concentration, courage and patience are the secrets of success, and to be a successful employee, we must not take chances or trust to luck, but prepare ourselves to be equal to the opportunity when it comes, and awake to recognize it and receive it. To be successful we must be loyal, too, and the test of loyalty is, after all, the test of honor. Any employee who fails to keep faith with his employer sacrifices his own personal integrity. No excuse may serve to justify disloyalty, for in stooping to petty "revenge" he stoops to dishonor.

The moment you enter the service of the company, you accept, or should accept, the unwritten laws of business, one of which is loyalty to its business interests. The business secrets, whether given to you or discovered by you, should be guarded and held more sacred than if they were your own. The policies, too, of the company should become yours and no careless criticism should pass your lips. Of course, this does not mean that any difference of opinion or suggestion for the improvement of the property or service, should not be made through the proper channels. Accept the confidence that is placed upon you and be a "square shooter" in what you do or say. When we enter the servcie, we should feel just like we were in business for ourselves, and as really working for ourselves, for we have the opportunity to get right into the heart of the great activities of this large company, with an opportunity to drink in, through eyes and ears, knowledge that will be of value to us in the future. Resolve that you will call upon all your own ingenuity to think out and devise new and better ways of doing things, and you will be surprised to see how quickly you will attract the attention of those above you. A dead fish can float down stream but it takes a live one to go up stream.

Sometimes when you wake up and find yourself wasting a lot of time over some trival matter and having difficulty in arriving at a conclusoin, just open your eyes a little wider and ask yourself the question: "Am I really thinking about this matter, or am I dreaming about it?" Thinking involves concentration—the forcing of given facts into logical order from which conclusions are reached. Some of our mottoes—"Think," "Smile," "Suggest," etc., are daily reminders of our duties as employees. We will not be doing your duty and we wlil not be loyal to our company unless we keep its interests at heart, the uppermost of which should be the daily practice of "Safety First." No greater service to the traveling public can be rendered than this.

A. G. SNELL.

O. S. Johnson, "Ora" for short, sells uniforms to those who let him know they need 'em. He's no tailor, but he's a good scout and knows where to get suits made **right.** Also he will probably answer the telephone if you call Muncie, and he always has a smile in his voice.

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"How Does the Obedient and Orderly Man Promote Safety First?"

See Circular and get into the Game!

LIVE WIRES

Following is a list of those who made suggestions which were taken up at the recent meetings of Local Safety committees: Anderson—F. Pennisten, O. H. Ball, D. B. Snyder, W. Ostheimer, J. E. Hester, C. J. Stanley. Indianapolis—T. N. Devening, J. J. Gunsteiner, H. G. Hook. Marion—C. W. Jacobson, J. A. Jones, Cyrus Walker, O. Hummel, Levi Dicheler, William Simonson, A. Ponnell, C. Guyer, Guy Graham, A. E. Moore, Frank King. Muncie—D. R. Rinker, C. E. Hollinger, Mack Daily, Chas. Barley, Mr. Van Meter, S. H. Palmer. Tipton—Francis Woods, H. Miller, Mr. Simpson, N. H. Wilsh, R. E. Luellen, M. Russell.

Messrs. H. G. Hook and R. E. Luellen were in a tie for the most suggestions, each making four.

At Anderson Local meeting a resolution was adopted extending the congratulations of the committee to Mr. Keever upon his appointment as superintendent of transportation of our company and also assuring him of the hearty co-operation of not only the committee as a whole, but of each member individually in every way possible to improve the service in general and to further the cause of Safety First.

Notable suggestions or suggestions of a general nature were as follows: That motormen be reminded to ring gongs at all street crossings; that a bulletin be issued defining the duties of a trailer conductor on passenger car; that all section men, when working on lines near steam railroad lines, be required to stand clear of our track when steam trains are passing; that sand boxes hereafter be made with false bottom three inches from the floor in cars; that when a train comes to a meeting point and the crew is told by the dispatcher that the opposing train is coming, crew should take siding **immediately;** that toilets on cars be inspected more closely as to signs on walls; that consideration be given to installing bowl shape sound intensifiers behind car whistle; that the ornamental sticker flags be removed from glass in front of and behind motorman.

Other suggestions refer to such matters as repairs to trolley wire at certain locations; manner of handling unused passes; repairing of Anderson Shop roof; provide larger running board; operation of Mounds Interlocker; removing cuspidors from Broad Ripple cars; removal of "Car Stop Signs" where stop has been eliminated; markers on car; signal system between motors and trailers; location of telephone jack boxes; brooms for city cars; meets for city

cars; taking away trash, etc., from stations; repairing baggage trucks; repairing window catches on cars. (Marion suggestions not included above as they were not furnished us).

CHANGES

Mr. G. H. Kelsay, Superintendent of Power, who has charge of all overhead lines, electric circuits, sub-stations and power houses, will become Electrical Engineer and continue in charge of the above mentioned property with the exception of the steam power plants at Anderson, New Castle, Winchester, Eaton and Portland, which plants will be under the direct supervision of Mr. E. E. Jones, who has been appointed Superintendent of Power Plants. The chief engineers of these plants will report to Mr. Jones.

The title of Mr. L. A. Mitchell, Superintendent of Roadway, has been changed to Engineer Maintenance of Way, with no change in official duties.

WATCH YOUR CAR VENTILATION

It is of great importance; try and please our customers—make them comfortable—make them feel at home. Keep ventilators always at least, partly open. Regulate the intake side in proportion to the exhaust. Never entirely close all of the ventilators. Never entirely close the intake side and leave the exhaust open. If you expect to get the foul air out you must let the fresh air in. You can not get something out of nothing. The heating system is more efficient and effective when the ventilators are open, or partly so, as this permits the air to circulate. Heat will not circulate in dead air. Passengers are just as liable or more so, to take cold in an overheated, poorly ventilated car, than they are in a cold car. Your car may be warm and yet obnoxious and uncomfortable for want of the proper ventilation and the proper regulation of same.

HELP!

A few nights ago the division men at the Muncie Terminal arranged a supper for Jerry Keever and invited him to be at the office at a given time. When he arrived he found the room full of employees to surprise him with the gift of a fine diamond ring in an appropriate box.

In a speech of acceptance and while holding the box in his hand, he talked at length and repeatedly looked at the box, saying what a beautiful "ring" it was and how he appreciated it, etc. Finally some one asked him to open the box and look at the ring, which he did, and then forgot to continue his speech!

EARLY RAILWAY TRAVELING

As a contrast to the traveling facilities which are now so universal, it is interesting to read a "Copy of the Rules for Travelers on the First Railway," a document still preserved among the archives of the company of the Manchester to Liverpool Railway.

1. Any person desiring to travel from Liverpool to Manchester, or vice versa, or any portion of the journey thereof, must, 24 hours beforehand, make application to the station agent at the place of departure, giving his name, address, place of birth, age, occupation and reason for desiring to travel.

2. The station agent upon assuring himself that the applicant desires to travel for a just and lawful cause, shall thereupon issue a ticket to the applicant, who shall travel by the train named thereon.

3. Trains will start at their point of departure as near schedule as possible, but the company does not guarantee when they will reach their destination.

4. Trains not reaching their destination before dark will put up at one of the several stopping places along the route for the night, and passengers must pay and provide for their own lodging during the night.

5. Luggage will be carried on the roof of the carriages. If such luggage gets wet, the company will not be responsible for loss attaching thereto.—Safety Bulletin—Chicago Elev. Rys.

J. W. HIGGS PROMOTED

Mr. J. W. Higgs, who has been in the service of the company since October 31, 1905, serving in the capacity of sub-station operator at Hill Top, Alexandria and Daleville, and as agent and operator at Ingalls since April 29, 1907, was promoted on October 15, 1917, to a responsible position in the Accounting Department at Anderson. He has been a faithful and efficient employee and his many friends will be pleased to learn of his promotion.

TIPTON SHOP

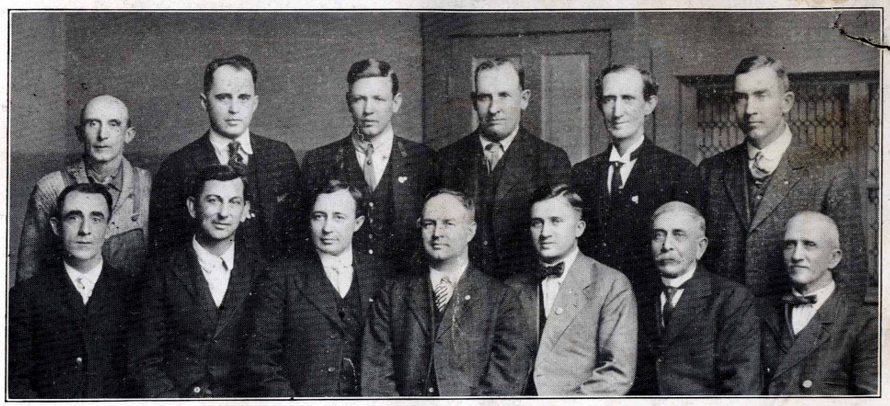
On behalf of myself and the rest of the men employed at Tipton Shop, I would like to say that thanks to the courtesy and assistance of our company, Jack Frost holds no terrors for us this winter, as practically every man has his coal bin pretty well filled.

—

Sammy Trader is getting to be rather skeptical about these electric "wiehs" as one jumped out and hit him in the eye a short time ago.

—

We have been trying to devise something new in the way of a sand drier for Tipton Shop and as it will be something in the hot air line we think it most appropriate to appoint John A. Williams custodian of the same.—(Homer J. Miller).



MARION LOCAL SAFETY COMMITTEE

Upper row, left to right—Levi Ditsler, M. of W.; A. E. Moore, Traffic; Frank King, Transp.; Elt Mills, Motive Power; Wm. Green, Transp.; Guy Graham, Motive Power.

Lower row, left to right—C. D. Jacobson, Transp.; B. Miles, Power; J. A. Jones, Claims; W. E. Squires, Transp.; John Hancock, M. of W.; Wm. Simonson, Transp.; Jess Hern, Transp.

WOULD THERE WERE MORE LIKE HIM!

Lawyer (to Pat, who has fallen from a street car)—I presume you wish to sue for damages?

Pat—Not on yer loife! I'm damaged enough now.—Bide Dudley, in N. Y. Evening World.

PRIZES

At the last meeting of the General Safety Board it was decided to have the Safety First prize contest again and that the subject should be the same as the one of last spring, that is, "How Does the Obedient and Orderly Man Promote Safety First."

Those who prepared papers last spring are to have them returned to be re-written or re-filed at the contestant's option. Get busy on your paper and pick up some easy money. Remember it does a fellow good to write his thoughts out even if he doesn't get a prize.—(E. E. S.)

C. D. Agenbroad is over in Ohio visiting his parents.

—

S. W. Cochrell, Marion conductor, is at Greensburg on account of sickness of his sister.

—

A. L. Engart is back to work after being off for six weeks on account of sickness.

—

Billy Simonson, better known as "Uncle Billy," is back from visiting his children at Detroit, Mich. "Uncle Billy" has been suffering from hay fever of late but is much improved. He is 72 years old and one of the oldest men in service.

Car toilets should be locked when at terminals or passing through cities. City ordinances. Nuf Ced.

The Arteries of the Nation's Life

To the men who run the railways of the country, whether they be manufacturers or operative employees, let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power.

—Woodrow Wilson

LAKE MICHIGAN
MICHIGAN
ILLINOIS
INDIANA
KEN
Chicago
Michigan City
Whiting
Gary
Joliet
Kankakee
Wheaton
Carpentersville
Valparaiso
Laporte
South Bend
St. Joseph
Benton Harbor
Eau Claire
South Haven
Toquin
Kalamazoo
Jackson
Wolf Lake
Saline
Adrian
Petersburg
Toledo
Pioneer
Wauseon
Bryan
Defiance
Bowling Green
Gibson
Bristol
Goshen
Angola
Kendallville
Waterloo
Auburn
Garrett
Winona Lake
Warsaw
Knox
Plymouth
Winamac
Rensselaer
Logansport
Peru
Wabash
Huntington
Ft. Wayne
Robinson Park
Continental
Ottawa
Van Wert
Delphos
Decatur
Lima
Bluffton
Ronkto
Geneva
Celina
Wapakoneta
Keystone
Montpelier
Hartford City
Portland
Loramie
Bellefontain
Sidney
Union City
Winchester
Farmland
Muncie
Cowan
Springport
Mt. Summit
New Castle
Troy
Urbana
Springfield
New Carlisle
South Charleston
Xenia
Dayton
Lebanon
Hamilton
Milford
Blanchester
Cincinnati
Bethel
New Richmond
Lawrenceburg
Harrison
Greensburg
Connersville
Germantown
Rushville
Milton
Richmond
Eaton
New Paris
Jackson Park
Anderson
Pendleton
Ingalls
Fortville
Elwood
Alexandria
Marion
Gas City
Bunkerhill
Miami
Bennett's
Cassville
Lafontaine
Walton
Lincoln
Galveston
Kokomo
Fairfield
Shanghai
Ipsville
Soldiers Home
Jonesboro
Fairmount
Summitville
Tipton
Atlanta
Arcadia
Cicero
Noblesville
Carmel
Lawrence
Broad Ripple
Danville
Indianapolis
Franklin
Martinsville
Columbus
Seymour
Scottsburg
Bedford
Vincennes
West Baden
Frenchlick
Sullivan
Terre Haute
Greencastle
Brazil
Clinton
Paris
Ridge Farm
Crawfordsville
Lebanon
Frankfort
Tipton
Danville
Battle Ground
Delphi
La Fayette
Patoka
Princeton
Mt. Vernon
Evansville
Boonville
Richland
Rockport
Ohio R.
Wabash R.
Meadow Lawn
New Albany
Louisville
Charlestown
Ohio
UNION TRACTION
MAP OF
UNION TRACTION CO. OF INDIANA
and its
ELECTRIC AND STEAM ROAD CONNECTIONS
UNION TRACTION CO. OF INDIANA:
Other Electric Lines: ..... finished ..... under construction
Steam Railroads: .....

Dad.

DEC., 1917

SAFETY

UNION TRACTION COMPANY
— OF INDIANA

IND.
Pam.
385
no. 26
v. 3
#9

SAFETY

A MAGAZINE DEVOTED TO THE INTERESTS OF THE UNION TRACTION COMPANY OF INDIANA AND ITS EMPLOYES

S. R. DUNBAR, EDITOR

Vol. 3 DEC., 1917 No. 9

TAKE NO CHANCES

PASSENGER FARES

A petition to the Public Service Commission of Indiana for raises in certain passenger fares, is being made by our company. The petition appears on another page and should be carefully read by all employes as it contains data which all of us ought to know and which is interesting besides. It will give you an idea of what our company is up against in a financial way and ought to make every one of us anxious to help. When we are helping our company we are, of course, helping ourselves, and there is no greater assistance we can render at this time than by helping to make both ends meet.

WHY OBEY?

This is a free country, and lots of people seem to have the idea that we should be privileged to obey or not to obey just as it may suit our convenience or our whim. But such a way of doing would be quite contrary to the best interests of all of us, and, if generally followed, would mean chaos. It would also be undemocratic and false to our American citizenship. The kaiser gets obedience thru authority, whereas our obedience should be built upon a recognition of what we owe to others and upon a willingness to act accordingly, that is, for the welfare of all and subject to the will of the majority.

There is a whole lot of difference between obeying because you **have to** and obeying because you **want** to. One comes hard and the other comes easy, one puts sand in the bearings and the other works like a good bunch of oily waste. The willingness and desire to obey, are the nub of the whole thing, they make obedience easy. Get that into your system and things go as smoothly as the wheel runs on the rail.

And there is nothing weak or unmanly about willingness and desire to obey, nor in obedience itself. We are constantly obeying some sort of laws and rules and regulations from the cradle to the grave. We've got to live, and it certainly itsn't weak or unmanly to live. Pick out a strong man, one you can rely on for advice or when in trouble. Does he do what he **says** he will do? Does he do what he **ought** to do? Does he do what he is **asked** to do, when he can? Does he **obey**?

Some fellows, of course, have never learned the lessons in obedience which nature and our loyalty to our country would teach them if they would but heed. And when it comes to "Safety First" we have object lessons constantly brought to our attention which should assist every man to learn the lesson of obedience, a lesson made easy if prompted and assisted by a willingness to learn.

Take the book of rules for instance. You could, and should, learn it all and still trouble would stare you in the face all the time, if your **heart** were not set on obeying those rules for the safety of yourself, your fellow employees, your passengers and those damphools who don't know how easy and quick a roadbed can be turned into a hospital bed.

Every man who works for a railroad ought to be the biggest booster for obedience that can be found anywhere. Nobody knows any better than he does, that even though he himself obeys all the rules, still there is danger if the other fellow does not know and obey them too. No matter what department we are in we ought to obey **all** the rules and **do our utmost to see that everybody else does the same.**

UNION TRACTION

(Tipperary)

It's a *safe* way by Union Traction
It's a *safe* way *we* know,
It's a *safe* way by Union Traction
To the place you want to go.
Good-bye to taking chances,
Farewell unsafe ways,
For they don't belong to Union Traction
Where "Safety First" stays.

The above get-together song was sung at the get-together meeting Dec. 10th of our get-together safety committees. Whenever we get together we realize better what good fellows we are and how easy it really is to **keep** together for Safety First.

WASTE NOT, WANT NOT

"A penny saved is a penny earned" is a time-worn saying that has been handed down to us from the time of—what does it matter who first discovered it? Whoever he was, he was a wise man, and he has done a lot for mankind. No matter what your wages are, you should be able to save some part of it and when the rainy day comes, as it probably will, you will be thankful for the wise old saw that first put the saving bee in your bonnet. Do the thing sensibly. Figure out what you can best afford to save and then—save it, for yourself and for your company.

Many a man will be glad of the start which he made towards saving by buying Liberty Bonds. This entirely outside of the patriotic reason for doing everything possible to hasten the close of this terrible war.

THE GAME

What bowler does not strive with all his skill to make a three hundred score? If he makes it or comes near making it he knows he is there with the goods.

What batter does not go to the plate with a prospective home run in his bat? He knows it is there if he can only deliver it and when he does deliver he knows he has done the best he could.

What boxer does not tense his arm in the hope that he can deliver a knock-out punch? If he floors his man he is as good as the best.

If he makes a "perfect score" in any game of life what man ever forgets it?

And what's the biggest game of life—the railroad man's life? What's the "perfect score"?

The answer to both is "Safety."

Let's all get into the game. **It's worth while.**

PICTURES

Pictures in our Magazine will help as much as almost anything else to make it interesting and attractive. If you have any photographs which show our equipment or property and which would be of interest to other employes, we would be very glad to have you submit them. They do not have to be taken on our property, but such pictures would probably be the most interesting. Remember "Safety" is everybody's magazine, which means that there should be lots of contributors.

WHAT DOES THIS MEAN?

To ascertain to what extent contributory negligence is responsible for accidents at railroad crossings, the Baltimore & Ohio kept a record at several busy crossings. Out of 32,079 instances of tracks being crossed by motor vehicles, teams and pedestrians, the record shows that in only 298 instances was the rule of "stopping, looking and listening" observed. This means less than 1 per cent. of efficiency on the part of the public. The observations were made at Cincinnati, O., North Vernon, Seymour, Vincennes and Rushville, Ind., East St. Louis, Springfield and Tuscola, Ill., and at Hamilton, Dayton and Celina, O.

The above means simply in a word, that Union Traction motormen must exercise and expect to exercise not less than the other 99 per cent. which is needed to keep the drivers and other occupuants of automobiles out of trouble.

SAVE COAL

It is becoming increasingly hard to get hard coal and coke to heat our cars. While we have a fairly good supply on hand there is no assurance that this supply will last us throughout the winter and we may not be able to get more. This does not mean that we should let the cars get extremely cold, but it does mean that we should exercise particular care that cars should not get overheated and then have to be cooled off, with consequent waste in coal.

The government fuel administrator says "Conserve the coal supply."

SEND IT IN!

If you have a bit of news,
Send it in.
Or a joke that will amuse,
Send it in.
A story that is true,
An accident that's new,
We want to hear from you!
Send it in.

MOVING A MULE

The Old Method—Laborious and Unsafe

Passengers often display the mule's obstinacy—

It was during the rush hour. A man planted himself where boarding passengers gleefully tramped his toes as they filed past.
Said the Conductor: "Step forward in the car, please."
Passenger: "This suits me fine."
Conductor: "It interferes with passengers. Please step forward."
Passenger: Only going a couple of blocks; not worth while."
Conductor (saturated with good humor): "I can handle my loads much better and with greater safety if the entrance is clear."
Passenger: "All right, old scout, excuse me; didn't see it that way."

The old method of forcible persuasion—a jerk and a snarly remark, possibly a fight and then a report—would never have worked.

Remember—Courtesy and Safety Go Hand in Hand—Inseparable

WHAT THE WAR MEANS TO YOU

The duty of the people "behind the lines" cannot, perhaps, be more concisely stated than it has been, strangely enough, by a police publication—the Police Bulletin of the City of New York. Here is its call to duty:

The United States is at war with Germany.

That means that every person, whether native or foreign born, who claims the protection of the American flag is at war with Germany.

War is more than fighting. War is service. War is sacrifice. War is the elimination of self. War is country first, and the individual last.

This war will directly or indirectly affect every person living in the United States.

This war will not be won unless every person does his or her part, gives his or her service, makes his or her sacrifice, places self behind the need of the nation.

The flag means freedom for us all, but the flag, in the time of war, does not mean freedom of action for the individual.

The flag means restraint, co-operation, obedience, recognition of authority, preservation of law and order.

Most of all it means economy.

It means loyalty in little daily things as well as loyalty to the great principles of our Government.

It means the conduct of our lives so that the nation may be hourly strengthened.

It means the giving of our best effort for the universal good.

It means careful living. It means stopping of waste. It means the uttermost use of our resources, our abilities and our strength for the Great Cause.

It means guarding our talk and avoiding useless discussion.

It means that the United States is first, paramount, supreme.

Three cheers for the red, white and blue!

THE CAT CAME BACK

(By E. E. Jones, Supt. Power Plants)

Several of my friends have remarked to me, "The cat came back," hence this heading. Did you ever see a cat that had a good home, plenty to eat and the proper consideration for the duties he had to perform, that if he were stolen or strayed away, was not always **glad** to come back?

Anyway, I was with the company from 1907 to 1911 as assistant chief and chief engineer. Then as now, the going was not at all easy. But we managed to keep the "juice" on the line by the constant application of energy.

Since straying away, I have been with the Muncie Electric Light Company, Indiana Michigan Electric Company, and thinking this life was too slow, I tried a road job which would give an opportunity to see the country and the sights. I saw it and all colors of lights, so I am satisfied.

Just a line as to my early experience, and how I happened to get in the steam engineering game.

In 1894 I quit school, thinking I had all the education I needed. But I didn't, and I had no position and no trade. I always liked machinery, in fact anything that has any life, or plenty of movement, so I went to the largest engine room in the city, whch consisted of seven Corliss engines and ten boilers. They wouldn't employ me, so I told them I would go to work for nothing as I wanted to learn the business, so I got a job. I cleaned up the place with a scrub brush, broom and polish. In three weeks I was employed and put on a salary, and paid for the three weeks I had worked. I was on the job only about three months when I saw I needed something besides the scrub brush and polish, so I took a course in the International Correspondence School, Number 3333. I finished this and then took a Complete Mechanical Course. All this showed my employer I wasn't satisfied in always being a greaser, and I found that by helping myself the other fellow was willing to help me.

In all my experience in operating power plants or traveling experience, I have failed to meet or see the man who did not have his back against the wall. The watch words of all companies today, regardless of the business, are, "safety, efficiency and results." It's the man who is giving his whole interest to the company, regardless of his position, who receives due consideration for the interest he takes. If you are a slacker or only have enough interest in your work to get by, you can rest assured that you are at your limit.

All companies are looking for men who try to help themselves by helping their employers.

It has always been my policy to like my work and every man under my charge must like his, as a man dissatisfied with his work is worse than no man at all. He is a disorganizer and an agitator, which means loss in efficiency and in many instances causes accidents. You should learn to like your work and make it a part of your life. It is said, "You shall earn your living by the sweat of your brow."

One way to let your company know that you are on the job, is to report all troubles or indications of trouble and if you have any suggestions as to improvements or remedies for troubles, suggest them. A policy or system cannot be made to fit all ideas, but many times a combination of ideas can be worked out to a good advantage, which means you are given due credit. Anyway, why should we always be worrying about credit?

Some folks like lots of bouquets handed to them or a patting on the back. For me, I never had a bouquet but what wilted, a pat on the back that amounted to a snap, unless I got busy and spent more hard work to get another. The whole story is this; I wouldn't give a snap for all the bouquets and the pats on the back. I believe every man should deliver a satisfactory amount of effective results before he can expect any real consideration. I never want anything handed to me on a silver platter, because it never gets you anything.

If you want to feel right with yourself and employer, do your work in such a manner that no one can question but that you are giving your best. If your own conscience is clear, as to the interest you are taking in your work, you should be able to go home with a feeling, "I have done my best." You will then certainly receive, from the company and your fellow worker, all the encouragement to make you feel duly paid for all.

I wish to say that we should all take and feel a personal interest in our own work, to the extent of making ourselves so efficient and effective, that we will feel and know that the other fellow will have to go some to duplicate it.

Never put off until tomorrow, do it now. If we would all do this we could eliminate ninety per cent of the accidents, which means promoting Safety First.

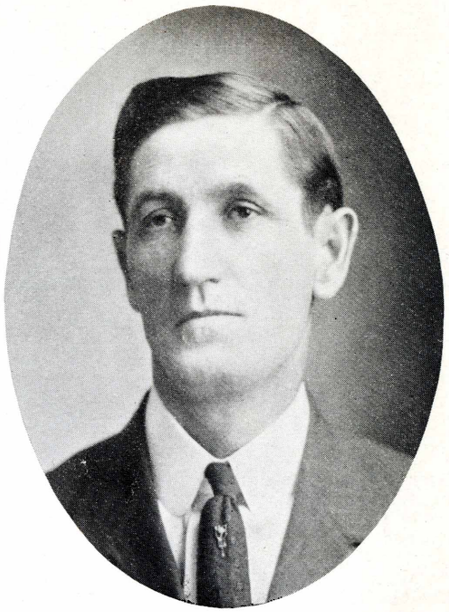
So let us consider we are a spoke in the wheel, one of a large family and it is essential that each do his part. If the wheel has a loose or broken spoke it is weakened to that extent, and don't be the black sheep of the family.

As for myself, if it is necessary, twenty-four hours per day will be given. If not all taken up in my own department, I will try at all times to have my service ready so as to help any department, or promote the interest of our company.

Mr. R. N. Hemming, S. M. P., was taken suddenly ill with a bad case of tonsilitis a few days ago and was threatened with diphtheria. He took "bugs" (anti-toxine) instead; otherwise the hospital treated him fine. He got shot with ten thousand units, but they did not say how many bugs to each unit. Mr. Hemming hopes to be in shape for the Get-Together Safety Meeting the 10th, but will not be able to continue his article in this number on the subject "General Hints on the Application of Air Brakes." Look for it next month.

Have you seen the Duke of Buckingham's "moustache"? No? Well, look twice and you can discover it. ("Duke" is short for C. A. Prentice).

"Why are you asking me for help? Haven't you any close relatives?" "Yes. That's the reason why I'm appealing to you."—Birmingham Age-Herald.



E. E. JONES

WHY CONSERVE FOOD?

Conservation of food, as we have been asked to conserve it by our Government, is strictly a war measure. It is one of a number of things which we all shall be called upon from time to time to do to aid in the fight of democracy against autocracy. It is just as necessary that our country shall send food to our Allies as it is that we shall send men and munitions. Unless we save food—that is, cut down the consumption of certain staple articles, namely, wheat, meat, sugar and animal fats—we shall not be able to send to our Allies the amounts which are absolutely necessary, if they are to continue the war and not leave the entire burden on our shoulders.

To save these foods does not necessarily mean economy. To reduce our consumption of wheat and meat and sugar may not save us a cent, so far as our individual household affairs are concerned. But to cut down our consmption of these things, so that we may share them with our Allies does mean that collectively, as a nation, we shall be saved a great deal. It means that we shall be doing something essential toward shortening the war and that thereby we shall be saving the lives of our soldiers and the drain of dollars that a long war means.

Reduce the demand—use substitutes. "Help Hoover." — (Em an Ess Electric News).

PETITION FOR FARE INCREASES BEFORE THE PUBLIC SERVICE COMMISSION OF INDIANA

Union Traction Company of Indiana respectfully petitions your Honorable Body, and shows that:

1. Petitioner is a street railroad company incorporated under the laws of the State of Indiana, and, as owner or lessee, operates a system of electric urban, suburban and interurban street railroads in said State, including approximately 431 miles of single main track, in and between the cities of Indianapolis, Anderson, Muncie, Marion, New Castle, Noblesville, Tipton, Kokomo, Peru, Logansport, Elwood, Alexandria, Wabash, Bluffton, Hartford City, Portland, Winchester, Union City, and other cities and towns in Indiana, which system, in part or whole, has been operated and maintained by petitioner and its predecessors in interest for many years.

2. Since the outbreak of the European war in 1914, the cost of fuel, copper, rails, wheels, brakeshoes, electrical apparatus, and practically every other item entering into the expense of operating and maintaining petitioner's said electric railroad system, including material, labor, taxes and freight rates, has greatly increased. Examples of such increases in important items of such expense are as follows:

Cost of	1914
Coal—mine run	$ .975 per ton
Copper—trolley	.14 per pound
Rails—high T	38.55 per ton
Wheels—rolled steel	21.00 each
Brake shoes	35.00 per ton
Draw-bars—Tomlinson	63.70 each
Trolley poles—11 foot	1.04 each
Armature coils—No. 85	31.38 per set

As an instance of the practical effect of such enhanced expense, the cost of fuel consumed at petitioner's power house was for the first nine months of 1916, $114,699.62, and for the same period of 1917 was (exclusive of fuel consumed at the Portland power house for the first six months of the year) $204,128.13, an increase of $89,428.51, or 77.96 per cent, or at the increased rate of practically $120,000 per year, which increased annual rate is in fact materially greater than $120,000, since the price of coal prior to April 1, 1917, was much less than since that date, and the freight rate on coal was prior to March 1, 1917, five cents less per ton than since that date; that for the year 1918, by reason of the addition to mining wages referred to in paragraph 4 hereof, the increased cost to petitioner of fuel will be at the rate of more than $150,000, comparison being made with the cost for 1916.

3. Because of such increased costs, the expense of operating and maintaining petitioner's said electric railroad system has so grown during the year 1917 that for the nine months January to September both inclusive, making comparison with the same period of 1916, although petitioner's operating revenues increased from $2,063,447.49 to $2,299,185.34, a total increase of $235,737.85, or 11.42 per cent, the expense of operation and maintenance in the same period increased from $1,168,905.54 to $1,487,773.35, a total increase of $318,867.81, or 27.28 per cent; or, including taxes, a total increase of $335,262.81, or 26.60 per cent, being $99,524.96 greater increase in expenses and taxes than the gain in revenues.

The expenses so stated do not include $139,730.28 expended during the said nine months period of 1917 for the improvement of said system so as to better adapt it to performance of its functions as an electric railroad common carrier.

4. The expense of operating and maintaining said system is not diminishing, but on the contrary is growing greater, a very recent instance being the addition beginning November 1, 1917, of approximately $30,000 per year to the already greatly increased cost of fuel consumed by petitioner because of the advance in mining wages approved and directed by the Federal Government. Another recent instance is the addition of many thousands of dollars of taxes to petitioner's already large taxes by the Federal War Tax Act. It is apparent that the high rate of operating expense for 1917

1917	Rate of Increase
$ 2.00—$2.50 per ton	105.1—156.4%
32.5c per pound	132.1%
50.55—54.05 per ton	31.1—40.2%
33.75 each	60.7%
62.60 per ton	78.9%
93.81 each	47.2%
2.41 each	131.7%
48.48 per set	54.4%

will be greatly increased for 1918, and is expected to remain at the high level of that year for an indefinite period thereafter.

5. It is impossible for petitioner to operate and maintain said system, make the improvements thereto required in the public interest, and furnish safe and efficient service, unless petitioner's net revenues are so increased as to give it the funds and the credit requisite for the large expenditure which those purposes necessitate. Petitioner has never paid any dividends upon either its second preferred or common stock, and in 1914 discontinued the payment of dividends upon its first preferred stock of $1,000,000, representing cash expended in the construction, extension and betterment of said system, and cannot, without submitting to a liquidation, postpone or avoid the payment of its fixed charges, consisting of interest upon funded and floating indebtedness and rentals, amounting for the first nine months of 1917 to $657,332.42, or, including sinking funds, to $700,532.42. It is impossible for petitioner to increase its net revenues by materially decreasing its expense of operation and maintenance without at the same time so reducing its service and impairing its railway property as to deprive the public of necessary transportation facilities; and the only other means of enlarging net revenues is by increasing the rates charged by petitioner for the transportation of persons and property.

6. A. The base rate charged upon the interurban lines of petitioner is two cents per mile, which is the same base rate charged by the steam railroad carriers of Indiana, in conformity with the "Two Cent Fare Law," the only difference being that petitioner's fares are charged in "copper zones" of one cent per half mile, while steam railroad fares are charged in "nickel zones" of five cents per two and one-half miles; that petitioner's base interurban fare is insufficient to meet the cost of the service, including a reasonable return upon the capital employed, and should be increased, but, pending action to that end, certain special interurban fares which are in the nature of concessions from the base rate should be increased as follows:

(a) The rate for commutation passengers should be advanced from one and one-fourth cents per mile, the present rate, to one and one-half cents per mile.

(b) The rate for mileage books should be advanced from one and three-fourths cents per mile, the present rate, to two cents per mile.

(c) The rate for school passengers should be advanced from one cent per mile, the present rate, to one and one-fifth cents per mile.

(d) The special suburban fares between Indianapolis and Fort Benjamin Harrison and intervening points should be advanced as follows: The round-trip daily fare between Indianapolis and Fort Benjamin Harrison should be advanced from twenty-five cents, the present fare, to thirty-five cents, and other advances should be made in the suburban fares between said points as shown by the tariff filed as hereinafter provided.

(e) The minimum fare for interurban passengers should be advanced from five cents, the present rate, to ten cents.

B The rate charged upon the suburban line of petitioner between Indianapolis and Broad Ripple is now five cents. The length of the line is approximately eight miles, and the greater number of the passengers using the line are long-distance riders. Such line has been operated at a loss for a number of years, the loss being met out of the operation of other electric railroad lines of petitioner's said system. The present fare of five cents should be advanced to seven cents for passengers from Indianapolis to points north of Fairgrounds Avenue, and vice versa, and if this advance after fair trial is found to be insufficient to place the line upon a self-sustaining basis, further advances should be made. A corresponding advance should be made on interurban cars between Broad Ripple and Indianapolis.

C The cash fare for adult passengers upon the urban lines of Anderson, Marion, Muncie and Elwood is now five cents, and the ticket fare is four and one-sixth cents, tickets being sold at the rate of six for twenty-five cents. These fares should be advanced to six cents in each instance.

D Petitioner will promptly file proper tariffs or schedules to make effective the advances specified in this paragraph, and avers that by reason of the facts hereinbefore alleged an emergency exists for speedy action by the Public Service Commission of Indiana approving said tariffs and schedules and ordering that they be made effective.

WHEREFORE, petitioner prays that this petition be promptly heard, and that an order be made authorizing the making of advances in its passenger fares as hereinbefore set forth and approving the tariffs and schedules filed in conformity herewith; and for all other proper relief.

UNION TRACTION CO. OF INDIANA,
By Arthur W. Brady, President.

THE EASY WAY

(By C. A. Ferguson, Anderson Dispatcher)

I think it is, it certainly should be, the intention of every man in the employ of the Union Traction Company, to perform his duties in the easiest and safest way. The safest way is usually the easiest way.

If you have trouble with your car; trouble, for instance to repair which would make it necessary for you to take your mind off your work, stop and make the necessary repairs, or report the trouble to the dispatcher and he will notify the shops, who in turn will look after the defect. In no instance should a motorman undertake to make repairs of any kind while the car is in motion, for it diverts his attention from his orders and from the operation of his car and might result in something serious.

The motorman in a recent accident was bending down so that he could not see ahead and was working on the motor cut-out switches, **and while in this perilous position he forgot his orders.** The result was that he over ran his orders and crashed into a passenger car, causing great suffering to innocent ones, and also extensive property loss.

How much safer and easier it would have been had he stopped and made the repairs, or reported the defect to the proper person. He not only endangered the lives of others, but nearly lost his own.

Let this instance be of value to you in the performance of your duty as motorman,

and let us all bear in mind the fact that the safest way is usually the easiest way.

For the sake of other employes, the public and Safety First, let us all try to perform our duties with ease and safety, and thus eliminate the accidents.

RULES FOR FOREMEN

Here's what the Efficiency Magazine publishes as good advice for foremen. If you are not a foreman you probably expect to be and can get hints from these rules, or if your foreman needs some good hints of this kind, maybe some day when you feel chummy with him, you might refer him to this page of "SAFETY."

BE FAIR. Have no favorites and no scapegoats. A foreman has to act as judge many times every day. Therefore, he must be just.

MAKE PROMISES AND KEEP THEM. A foreman must be the exact opposite of a politician. Politics is the art of making promises; and sometimes a foreman forgets that his job requires a higher standard of truth and honor than prevails in politics.

DON'T WASTE ANGER. USE IT. Your anger is the most valuable thing you have; but you should not use it carelessly. Keep your most forceful language for special occasions. Before a foreman can control other people successfully he must learn to control himself.

ALWAYS HEAR THE OTHER SIDE. Never blame a worker until he has been given a chance to give his point of view.

DON'T HOLD SPITE—FORGIVE. When you have had to scold a worker, be sure that you go to him next day, in a friendly way and show him how to do something. There should always be blue sky and sunshine after a storm.

NEVER SHOW DISCOURAGEMENT. Never let yourself be beaten. A foreman must have perserverance, and never say die.

NOTICE GOOD WORK AS WELL AS BAD. Mingle praise and blame. Let the workers see that you can appreciate as well as condemn.

WATCH FOR APTITUDES. Take a keep human interest in your workers. Notice them. Study them. Put each one where he can do best.

BE AN OPTIMIST. Don't let your worries and troubles deform you into a pessimist. Inspire confidence. Put the "righto" spirit into the work. Say, "Come along, men, all together!"

TAKE YOUR FULL SHARE OF THE BLAME. This is the most difficult of all. It is heroic. But the foreman who can share both blame and praise with his workers will have discovered the secret of managing his men.

Be a self starter, don't wait for the boss.

LIVE WIRES

Following is a list of those who made suggestions which were taken up at the recent meetings of Local Safety Committees:

Muncie—C. W. Brinson, M. T. Smock, B. R. Fleming, L. H. Palmer, D. D. Howell, F. Rupe, C. A. Prentice, W. N. Johnson, E. H. Trusner, A. R. Felix, E. C. Hamilton, W. E. Quigley, L. M. Davisson, J. Fudge. Tipton—R. W. Simpson. Marion—A. W. Thompson, W. R. Keal, Wm. M. Green J. A. Jones, Cliff Hamilton, Jeff Hern, J. Hancock, Frank King. Anderson—Wm. Wylie, R. J. Custer, W. H. Morris, E. Peterson, J. S. Pollard, O. J. Smith, —— Johnson, J. F. Simmonds, Jas. Vance, S. Shelton.

J. S. Pollard put in five suggestions; J. A. Jones, E. H. Trusner and L. H. Palmer were in a tie for second place with three suggestions each to their credit. Muncie Division came through with 23 suggestions. Who's going to show up ahead next time?

There were a number of notable and valuable suggestions made, but lack of space prevents summarizing them this month.

Arlie Warner, formerly trainman at Tipton and later night shop foreman there, died from a complication of diseases at his father's home, south of Cedar Corners, on Dec. 2nd.

EMPTY CONTAINERS

Hundreds of jugs and cans are shipped yearly to agents, substation operators and outside shops, containing paints, oils, varnishes and disinfectants.

A great number of these containers are not returned to storeroom. This causes considerable inconvenience, especially when requisitions are received marked RUSH. Necessarily the storeroom is held to blame if the party sending the Rush order fails to get the goods promptly, but shortage of containers often causes us to hold up requisition which otherwise would be filled the day it is received.

Take a few minutes' time to look around; perhaps you will find the very can necessary to fill your order standing in some corner, empty. If so just put a company tag on it, address from your town to Storeroom and it will be appreciated. We will then know whose order to fill NEXT—J. F. Suffolk, Storekeeper.

VENTILATION AS IT IS

Irate Passenger—Conductor, please open the window. If you don't I'll suffocate to death.

Another Passenger—Conductor, please leave the window closed. If you open it I'll freeze to death.

Intoxicated Man in Corner—Go ahead, Con, old man, please 'em both! You're just the boy that can do it!—Exchange.

INDIANAPOLIS LOCAL SAFETY COMMITTEE

Top row, left to right—L. E. Halstead, Traffic; C. O. Balfour, Freight Claim; Wm. Kinnick, M. of W.; R. E. Eakin, M. of W. Bottom row—M. E. Graston, Traffic; J. M. Plummer, Power; H. G. Hook, Trans.; A. T. Shackleford, Trans.; P. N. Devening, Motive Power. (Several members were unable to be present).

WAR CORRESPONDENCE

Camp Taylor, Ky., Nov. 25, 1917.

To Editor "Safety":

A few lines to thank you for the November issue of the Safety Magazine which I received some time ago. It sure does me a world of good to hear about the employees of the U. T. Co. of Ind.

I will say this about army life, it is not as nice as it was while working at the Elwood office selling tickets. But since I am here now and have passed thru what they call the "Rookie stage" (that is the first few weeks) it does not seem so bad.

I will try and give you some idea as to what I have to do and then you can decide for yourselves whether you would like it or not. I am awakened each morning at 5:45 by the sound of the bugle. I dress and report outside of the barracks for roll call by 6:00 a. m. Then I return to my squad room and make my bed and clean up all around it. At 6:30 I take my mess kit to the mess room and have breakfast. At 7:30 all of our company assembles outside and we are then drilled till 10:30 a. m. to the tune of 1, 2, 3, 4. From 10:30 till 11:30 we have what they call recreation, it consists of all sorts of rough games and we all have to take part. After that we have our dinner, and by the way, I forgot to say that we wash our own dishes, what few we have. After dinner has been served we go thru the same things about that we did in the morning.

Two days last week they made me acquainted with a pick and shovel and put me to digging trenches. Believe me that was some different, pushing the pick and shovel than pushing a pnecil in the Elwood office.

Tomorrow we go out on the rifle range for target practice. It is about eight miles from camp and we will hike it all the way there and back. We "are in the army now."

Hoping this finds all employes in the best of health, as it leaves me the same, I am, as ever, an ex-employe,

FRED WILLBROOK,
Co. A, 334th Infantry, Camp Talyor, Ky.

P. S.—I see Charles Stiffler quite often—he is in good health, and am sure he will make a real soldier.

CHANGES

Alva Moore, who was division passenger agent at Anderson, and who had previously been traveling auditor and had other positions in the accounting department, left the service Oct 1, and this circumstance opened up the way for a number of changes by which deserving men have been advanced.

Merle F. Gustin is now division passenger agent at Anderson. He has been chief clerk in the maintenance of way department for about two years and was ticket stock clerk previous to that. Always busy and ought to make good at his new job.

Merle R. Unthank, one of the time-keepers in the auditor's office, has been appointed to chief clerk in the maintenance of way department, succeeding Merle Gustin. Unthank will have a mighty fine opportunity to demonstrate how good he is.

Arthur Meikel goes to the accounting department to take Unthank's place. He has been time-keeper at the storeroom for two years or more and has worked for the company for about six years, starting in the storeroom as one of the boys on the floor.

Glen Whitesell, formerly shop clerk at Muncie, goes to the storeroom at Anderson as time-keeper.

Mrs. Mary (Arnott) Wedding, who has been stenographer in the accounting department for several years, leaves shortly and

her place will be taken by Miss Birdie Byrum. New employes in the accounting department are Mr. C. L. Friel, formerly with Gedge Brothers, now T. L. & P. Co. bookkeeper, and Misses Cecil Rigsby, Mae Thomas and Ester Farquhar.

MUNCIE TERMINAL

(Gus Snell, Correspondent.)

W. B. Priest, division electrician, Muncie, left for a two weeks' visit with his parents on Nov. 25, at Woodstock, Va. Billy has not been home for two years and is looking forward to a pleasant trip. He says Woodstock lies in the Shenandoah Valley and is the best place in the world. Billy had a ligament torn in his leg some time ago and has been getting around on crutches until a few days ago, but is using a cane now. Here's hoping he can make some one a present of the cane when he returns.

(He has!)

—

Alonzo (Lon) Sloniker is again in charge of the Muncie freight house and once each day he has the house in ship-shape and ready for a barn dance. Lon knows how to keep the draymen happy and also get the goods delivered. Geo. Arthur, who has been in charge of baggage and express for several years, has got the world beat when it comes to keeping traveling men and their trunks together and films on the move. These two men can always be found up and doing, and if anyone doubts this statement let him come to Muncie and take notes from two real "housekeepers."

—

Uncle Sam has called to service the following named employees: Otho Boyce, agent at Portland; J. G. Seiss, agent at Dunkirk; Clarence Bowlin, conductor on city lines, Muncie. Conductor L. R. Howell enlisted in the navy as machinist and Night Agent Fred Wasson enlisted in the army. We are wishing a short journey and safe return for all these men.

—

Geo. Vinson, motorman on city car wrecked a few nights ago when L. E. & W. engine pushed his car from the Kilgore avenue crossing, is slowly mending and will soon be able to be out again. Geo. must have had a rabbit's foot in his pocket.

ELECTRICAL DEPARTMENT

(J. O. Pennisten Correspondent)

C. Bicknell, helper on the Anderson line car, has been selected for army service and is expecting to be called to Camp Taylor soon.

—

E. E. Lindsay has taken charge of the Alexandria division and will soon turn the I. N. T. between Anderson and Elwood over to Harry Knopp, who has been transferred to the extra maintenance job. Mr. Lindsay has been in charge of the cross country H. T. line for several years and has made an envious record. He is known by all the farmers along the right-of-way and they will miss him every Monday and Thursday. (But they may not miss as many ducks as usual).

—

W. J. Adams has been transferred from Alexandria to the Anderson line car and we will soon see some of the work here that has attracted attention on the Alexandria division.

—

The new automatic signals between Summitville and Jonesboro have recently been put into service. The entire job was done by the U. T. Co. and was done by the Peek brothers, E. J. and C. H., better known as Peek No. 1 and Peek No. 2.

—

The work of rebuilding the H. T. line between Anderson and Muncie will soon be completed. This work has been greatly handicapped by the scarcity of linemen during the past six months. Roy Wills, lineman at Lawrence, is in charge of this work.

—

Probably the largest train ever operated over the U. T. Co. lines left the Army Post at 12 m. Nov. 3rd. This train was made up of sixteen sections, six of these carrying trailers. The register sheet at Long siding showed that the last section registered in just sixteen minutes after the first.

—

New sub-station operators on the Anderson division are: Lawrence, W. A. Gibson and Birchie Young; Muncie, J. W. Jones and Chas. Gott; Alexandria, Robert Bales and Riley Blake; LaFontaine, A. D. Crull; extra, Orville Simmnods.

—

Clyde Lewis, operator at Marion sub, has recently been appointed chief switchboard operator at the Anderson power house. S. M. Brown, of Alexandria, and P. D. Brattain, of Mlddletown, are the new switchboard operators, Mr. F. Riggs being the only old operator at Anderson still in the service.

MARION TERMINAL

Motorman Coppock has lost his son, Clyde, who died of pneumonia recently. The funeral was Nov. 15. Our heartfelt sympathy is extended to the bereaved parents.

Conductor C. Mast resigned Nov. 30. He goes to Oklahoma.

D. F. Barley was off on account of injury to his thumb. Says he thought he'd used it as a bumper for baggage room door, Car 229.

Conductor Modlin has had an operation performed on his nose for the removal of adenoids.

T. B. Boxell also injured his thumb and was threatened with blood poisoning. That's a bad threat; always keep an injury clean and **see the doctor.**

MUNCIE LOCAL SAFETY COMMITTEE

Bottom row, left to right—A. G. Snell, Trans.; W. H. Quigley, Trans.; C. A. Prentice, M. of W.; Frank M. Boots, Trans. Middle row—McDailey, Trans.; R. Knight, M. of W.; C. C. Childers, Power. Top row—Mont Dailey, Electrical; Geo. Arthur, Trans.; W. Russey, Motive Power; Dan Howell, Trans.; C. F. Barley, Trans. (Billy Priest will get in next time).

HOLIDAY HINTS

Soon we will have the Holiday crowds to handle.
A lot of persons will be loaded with bundles.
Frequently, accidents may happen at this time.
Endeavor to make travel upon your car safe.
Take every precaution to avoid arguments.
Your help is needed to keep our patrons with us.

Carry a stock of good humor with you.
Offer a helping hand to the aged, and the woman with the baby.
Use tact when passengers put up an argument.
Rule your car with the "Golden Rule."
Treat your passengers with kindly consideration.
Efforts to please will win friends for you and the U. T. C.
Strive to make patrons appreciate the service.
You are one of the opinion molders of the Company.

Long years in service means "Loyalty."
Offer a word of good advice to the new recruit.
Your example is watched by the "Extra Man."
Always stand up for the company you work for.
Let others criticise and find fault.
Try to exemplify our motto—"Safety, Courtesy, Loyalty."
Yule Tide greetings to you all.

A. G. Snell, Division Superintendent.

MINE

YOURS OURS

CO-OPERATION

GENERAL SAFETY BOARD

H. A. NICHOLL, Chairman
E. E. SLICK, Secretary

WALTER SHROYER
S. R. DUNBAR
C. S. KEEVER
F. D. NORVIEL
J. A. VAN OSDOL

E. E. JONES

C. H. ALLEN
G. H. KELSAY
R. N. HEMMING
L. A. MITCHELL
W. H. FORSE, Jr.

LOCAL SAFETY COMMITTEES DURING THE SIX MONTHS BEGINNING JULY 1, 1917

ANDERSON—

Henry Commiskey, Power, Chairman; J. O. Penisten, Power; C. A. Adams, Power; John Berry, Power; R .J. Custer, Roadway; Frank Penisten, Roadway; J. E. Hester, Motive Power; D. B. Snyder, Motive Power; Wm. Morris, Motive Power; C. J. Stanley, Transportation; Charles Ferguson, Transportation; E. Britton, Transportation; E. Peterson, Transportation; Ray Bupt, Transportation; O. H. Ball, Transportation; O. G. Brown, Transportation.

INDIANAPOLIS—

M. E. Graston, Traffic, Chairman; L. E. Halstead, Traffic; E. C. Eakin, Roadway; George Dokes, Roadway; Wm. Kinnick, Roadway; J. M. Plummer, Power; J. W. Higgs, Power; T. N. Devening, Motive Power; Ed. Bailiff, Motive Power; H. P. Leiper, Transportation; John Earle, Transportation; H. G. Hook, Transportation; Wm. Smith, Transportation; A. T Shackelford, Transportation; C. O. Balfour, Accounting.

MARION—

W E. Squires, Transportation, Chairman; Wm. H. Green, Transportation; Jeff Hern, Transportation; C. W. Jacobson, Transportation; Wm Simmonson, Transportation; Georg McPherson, Transportation; John Hancock, Roadway; Levi Ditsler, Roadway; W. Larue, Power; D. Miles, Power; Guy Graham, Motive Power; Elt Mills, Motive Power; John A. Jones, Claim: T. W. Jones, Accounting; M. F. Gustin Traffic.

MUNCIE—

W. B. Priest, Power, Chairman; Mont Dailey, Power; C. C. Childers, Power; A. G. Snell, Transportation; W. H. Quigley, Transportation; George Arthur, Transportation; Dan Howell. Transportation; Frank Boots, Transportation; A. Coats, Transportation; M. Peden, Transportation; C. A. Prentice, Roadway; Robert Knight, Roadway· Fred Connelly, Motive Power; William Russey, Motive Power.

TIPTON—

A. A. Dunlap, Chairman; Oscar Bransford, Roadway; Homer J. Miller, Motive Power; J. W. Lee, Motive Power; Morgan Jones, Transportation; C. W. Dragoo, Transportation; N. H. Wilsh, Transportation; M. Russell, Transportation; H. Eager, Transportation; George Haines, Transportation; W. R. Goodknight, Power; J. H. Maugans, Power; D. L. Barlow, Power; R. E. Luellen, Claim; J. F. Suffolk, Purchasing.

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SEPT. 1918

SAFETY

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UNION TRACTION COMPANY

— OF INDIANA

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SAFETY

A MAGAZINE DEVOTED TO THE INTERESTS OF THE UNION TRACTION COMPANY OF INDIANA AND ITS EMPLOYES

S. R. DUNBAR, EDITOR

Vol. 4 SEPT., 1918 No. 6

BE ECONOMICAL

THE BRITISH NAVY—

The British navy has done a great—stupendous—and wonderful thing. Where would the world's commerce be without the overpowering strength of the English navy to maintain the freedom of the seas, so far as that can be maintained against the ruthless German submarines? The British navy is the one single element which, so far, has absolutely prevented Germany from winning the war. Our navy knew long before the European war broke out that the British fleet was a defence to us, the German one a menace. If the Germans had possessed the greatest navy on earth is it supposable that the commerce of the open ports would have continued, the policy of a fair field for all? In such a case would the Prussian power have lined up side by side with ours to maintain the Monroe Doctrine, or would it have been the greatest danger to that policy? The German navy, ever since it became a ponderable power, has been a threat to the United States. It has been arrogant and bullying to us. The incidents at Samoa, at Haiti, at Venezuela, and at Manila Bay are guideposts to warn us against the sea domination of the Teuton.

DON'T OWE YOUR JOB ANYTHING.

(The following is from an editorial which appeared in the issue of "Aera" for September, 1917, H. C. Clark, Editor, and which is included in a booklet "Letters of a Retired Motorman to His Son" by H. C. DeCamp. These letters ran in several issues of "Aera" and have been gathered together in pamphlet form and published with the editorial from which we quote. The company has distributed copies of this pamphlet to all trainmen)

We can't all of us be Emperors, or Kings, or Presidents, or millionaires, or Governors, or bankers, or professors, or Generals or $10,000 baseball players—some of us must serve in the more humble capacities.

Which doesn't mean that we are not just as good as the men who get what many consider to be the plums from the pudding of life; which doesn't mean that we cannot be just as happy, just as contented, just as useful and hold just as honored place in the community.

There are bad Emperors, bad Kings, bad Presidents, millionaires, Governors, bankers professors, generals and ball-players. Put them alongside a good railway man, however humble his position, and the choice is all with the man who has made good. That's the real business of life—to make good—and it doesn't make much difference in what capacity you do it. The one person you have to satisfy in the world is yourself.

If you don't do that you lose out. The other day in New York, the President of one of the biggest banks in the country died and his successors found out that he had stolen $300,000 from one of the bank's depositors. He had been at it for some sixteen years and during that time he was receiving all the respect and deference due to his position. Probably lots of men envied him. But what good did that do him? He knew all the time that he was just a thief.

The happy man, the contented man is the one that does his best wherever he is. Such a one can say "I don't owe my job anything" and Napoleon couldn't honestly say as much. That's what the orators mean when they talk about "the dignity of labor." The wise man would rather be a good mechanic than a poor railroad President because he knows that he'd be happier at it.

If it should occur to you that your job isn't much of a job, just remember those men who, thinking the same thing, let their wits wander, or their hands and brains neglect and so were responsible for accidents that took the lives of their fellow human beings.

It's a good job, it's a responsible job, it's an honorable job, if you make it so, as thousands of men are doing throughout this country. The coolness and judgment, the skill and faithfulness that make a good railroad man are the same qualities that make a good workman, whether it be in the Cabinet of a President or the machine shop of a factory and are entitled to and, in the long run, will command the same respect.

When you quit at night don't "owe your job anything."

NEW BLANK FOR CONDUCTORS AND MOTORMEN

E. E. Slick, Claim Adjuster.

Growing out of the activities of the General Safety Board a new blank has been devised and distributed to the train crews to enable them to make a more accurate accident report. The witness slips for witnesses are to be used as usual. In place of the witness slip the new card is to be used for the party or parties to sign who have the accident.

The object is to get the PARTY'S INTERPRETATION OF THE ACCIDENT AT THE TIME IT HAPPENED, together with his signature, and the blank line on the card following the words "Statement of party" is

The following are samples of such statements given by the party in different kinds for that purpose.

of accidents:

"My own fault; got off car while it was moving; not hurt."

"No damage done to car or truck; no fault of car or crew."

"I got off car while in motion; no fault of crew."

"This is my own fault."

"No claim against the company."

"My fault."

"Car was stopped; no fault of crew."

"Not hurt."

"No fault of crew."

"Stepped on skirt and fell from car. No fault of car or crew."

"I jumped off the car before it stopped. Not injured. My own fault."

"I wasn't hurt. It wasn't fault of car. Car was stopped."

"I attempted to board car while in motion. No fault of crew."

"I came from back of car while it was in motion. No fault of crew."

"Brakes loose."

"Not hurt. My fault."

On the last line the conductor makes a statement in a word as to kind of accident. This blank does not take the place of any other blank now in use.

It will be a high compliment to any conductor who can successfully handle this card.

GO TO IT, BOYS.

YOUR LIFE IS ABOUT THE MOST IMPORTANT LIFE THAT HAS EVER BEEN LIVED—**TO YOU.** PRACTICE SAFETY—IT PROTECTS LIVES, YOURS AND THE OTHER FELLOW'S.

THE UNION TRACTION MUTUAL BENEFIT ASSOCIATON

The objects of the Association are:

1. Relief of its members when disabled by sickness or accident.
2. Payment of death benefits to dependents or other beneficiaries.
3. The promotion of social relations and good fellowship among its members.
4. Through co-operation between the Union Traction Company of Indiana and its employees to secure the insurance of members at low cost and to promote the best interests of both the Company and its employees.

The membership is divided into two classes:

Class "A"—For members receiving wages in excess of $45.00 per month.

Class "B"—For members receiving wages of $45.00 or less per month.

Dues—60c and 30c per month, respectively.

All of the money paid into the Association in the form of dues and initiation fees is used for no other purpose than paying benefits, because there is no other expense. The Union Traction Company of Indiana pays all expenses and in addition to that GUARANTEES full and punctual payment of benefits.

Join if you are not now a member.

Trustees:—

Voyle Vandevender, Samuel Hughes, Anderson.

W. B. Priest, C. A. Prentice, Muncie.

Guy Graham, Charles Hern, Marion.

A. H. Boomer, W. R. Goodnight, Tipton.

Wm. Young, M. E. Graston, Indianapolis

Financial Statement

Cash on hand January 1. 1918.....		$2,814.36
Cash Receipts January 1 to August 31, 1918:		
Initiation fees and dues..	$2,232.90	
Interest earned.....	27.31	2,260.21
Total		$5,074.57
Disbursements January 1 to August 31, 1918.		
Death benefit paid Mrs. Ruie Partlow.....	$ 250.00	
Sick and disability benefits	2,037.00	
Refund of premium.....	.60	2,287.60
Cash balance Sept. 1, 1918.....		$2,786.97

Certified Correct:

W. H. FORSE, JR., Treasurer.

REGISTER ON SEPTEMBER 12TH

See that others of the proper age register. This is a part of your patriotic duty. Every man between 18 and 45, both inclusive, who has not already registered, must come forward, and show his willingness to help overthrow the common enemy.

SOME "THOUGHTS" ON SAFETY FIRST

By H. P. Leiper, Local Supt., Indpls.

I am thinking that some of us look on the workings of the Safety First movement as something very complicated, and that, before a person practices it, he must study a lot of rules and regulations and that it is something apart from his daily work.

To my mind, this is not true. There are no rules whatever to learn unless you would consider the words, "Think" and "Do It Right" as rules, as really this is all there is to it. No one starting to work for this Company does so without some preliminary training at the certain part he performs, and with this start, to make him a safe per son to protect himself from injury, the traveling public from injury and inconvenience and the Company he works for from financial loss, it is only necessary that he give his work some **thought** and endeavor to **do it right.** This not only applies to one certain class of work but to every job or position that is held from the President down to the newest section man. It is not the job that makes a man, but the man that makes the job.

I have in mind something that occurred some years ago on this system that proves this theory. There was a certain train crew who were working out of one of our terminals that were put on a limited run, a run that was not in any way different from any of the other limited runs on the line that they were running on, it did not handle any more people or a better class of people, the time was not any harder to make, in fact, there was nothing to distinguish it from the other runs; but after this crew had been on it a short time there commenced to be a considerable difference, the public were putting themselves out to ride on their trains; the dispatchers were looking out for the trains operated by this crew and all the other crews were thinking that these trains were preferred. Why? Simply for the reason that the conductor was thinking and doing his work right and was courteous to his passengers. The motorman was taking care of his end of it in the same manner, and by their efforts they made the trains operated by them stand out by themseves, and they not only **appeared** to be better trains than the others, but **were in fact.** The motorman in this case afterwards became one of our local superintendents, and the conductor is now running one of our crack runs, known not only by the people along the line on which he runs, but all through the state and country, and if he is off for only one day, the conductor holding his run is kept busy telling the people where he is.

While this is only a transportation example, the same thing applies to all. You can give your work an individuality that will make it stand apart and seem entirely different from the same class of work performed by some other person who does not do his work right. Take a station agent for example; he can keep his station neat and clean, be courteous, keep his freight and baggage moving, answer his telephone promptly, keep his records up, meet the trains, and even if he or she holds down the smallest station on the system, by following this method will attract more attention than the agent of the largest city if this agent does not do his or her work right.

The same thing applies to a sub station operator, lineman, a mechanic in the shop, a clerk in the accounting department, a local superintendent, the head of a department, in fact, any one of us, high or low.

We are again out after the Brady Medal and if each and every one of us will only give our own individual work the thought it should have and use the necessary effort to do it right, the winning of the medal will be easy and the satisfaction arising from doing one's work right will be of great benefit to each and every one of us, and it would not take any publicity to let the public know that we had won a medal for safe operation, for our work would show for itself.

WAR ON CAR EQUIPMENT

By M. F. Skouden, Acting S. M. P.

The draft has caught us and we are at war just the same as if we were in the trenches, or facing the Huns "somewhere in France." But **our** fight is in the car shop pits—a fight to **find the bugs** and keep down trouble. Our equipment is showing the effect of war. You can help greatly in this fight in the pits. Will you? Then, go to it!

Take the controllers first, and much depends upon how they are handled. When a controller is fed too fast arcing results, and this puts the motor in the same boat. There are burning and blistering of contacts, causing the controller to work hard and thereby making work for the shop men. The motor at the brushes also sparks and burns, causing flat and rough commutators and weakening the brush springs which result in breakers blowing badly, which necessitates removal of armatures.

Fuses and breakers are set at a pressure suitable for the equipment and to properly protect same. When a short circuit occurs or the circuit is grounded or overloaded, or power applied too quickly, the breakers act as safety valves do on steam boilers.

So let us get together on these things.

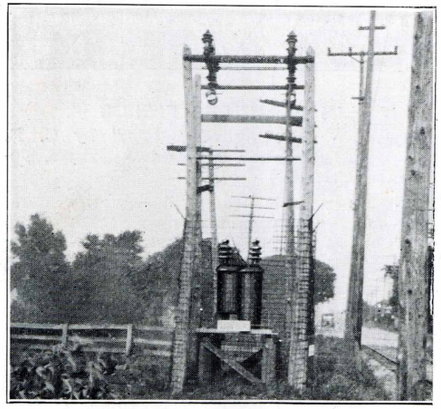
One Eastern railroad has a regular form for reporting accidents to animals on its right-of-way. Recently a track foreman had the killing of a cow to report. In answer to the question, "Disposition of the carcass?" he wrote: "Kind and gentle."

THE TRACTION LIGHT AND POWER COMPANY

By J. B. Sheadel.

The Traction Light & Power Company was organized to retail electrical energy for light and power purposes. The Union Traction Company transmits electricity at high voltage; 16500 volts, 28600 volts, and 33000 volts. This high potential is reduced to 380 volts at sub-stations and 2200 volts at other stations. The Traction Light & Power Company distributes the energy at these voltages to the load centers where it is again reduced to 220 and 110 volts. One hundred and ten volts are used for general house lighting and small motors, while 220 volts are used for motors larger than about one-half horse power.

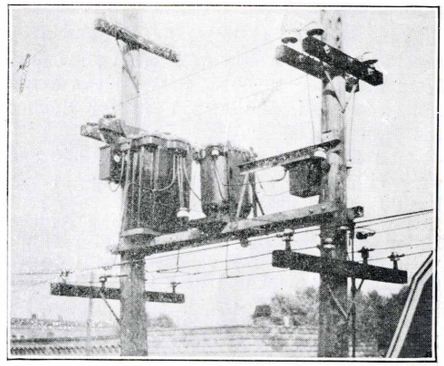
It might be asked why not reduce the 33000 volts to 110 volts in one step and thus eliminate one set of transformers and their losses. This was considered but it was decided to put two transformers between the high voltage and the light consumer. It is a case of applying "Safety First." If only one transformer were used to reduce the high voltage to 110 volts and this transformer should "go bad" it might cause fires and death, but with two transformers this danger is practically eliminated.



HIGH TENSION TRANSFORMER STATION, CHESTERFIELD

The first towns supplied were Lawrence and Yorktown. It was possible to get only about thirty parties in each town to sign up for service before the plants were built. From this beginning the business grew rapidly and by 1914 we had service in sixteen towns with 881 customers and 177 street lamps. The growth is shown by the following: In 1916, 22 towns had service with 1,498 customers and 282 street lamps, and at the beginning of 1918 we had 29 towns with 2,132 customers and 314 street lamps. The company also wholesales to the towns of Pendleton, Summitville and Middletown. Besides these town plants we have 20 consumers who are receiving service from a sub-station or individual transformer station or from the signal circuit.

Our power business consists mostly of elevators in the various towns but we have quite a number of small power consumers such as bakeries, garages, etc. Our largest power patrons are The Madison Construction Company at Orestes gravel pit and The National Steel Castings Company at Montpelier.



LIGHTING PLANT OUTDOOR TRANSFORMER STATION

All of the towns supplied are on the lines of the Union Traction Company with the exception of Windfall. At Hobbs we have a transformer station reducing 33000 volts to 2200 volts. The energy is transmitted by pole line six miles north of Hobbs to Windfall. This line was built at considerable expense and there was some doubt as to whether it would be a paying proposition or not. But Windfall has proven to be one of the very best towns of the system. There are over 225 light consumers, two elevators, a refrigerating plant and a few minor power consumers.

WASTE

"Extravagance costs blood, the blood of heroes," says Lloyd George.

War savers are life savers. The sinews of war are gathered largely from thrift. The war can not be won by stored-up resources, for a nation lives from hand to mouth. We must save out of the present products of labor. The British people had to learn, as we must learn it, that goods and services must be saved by all. Saving must become a habit. For war is a battle of resources. Germany saves with efficiency because she saves scientifically. She conserves her resources.

To waste in these times is to fight on the side of the Kaiser.

PART OF AN INTERESTING LETTER FROM MAJOR J. B. FATTIC, FORMERLY CHIEF SURGEON

U. S. Military Hospital,
Hursley, Winchester, England,
July 31st, 1918.

S. R. Dunbar,
Anderson, Indiana.

Dear Steve:—

Your interesting letter dated June 27th reached me just thirty days from your pen. I am delighted to know that all the home folks are well, and also keen for licking the Hun brutes.

The copies of your Safety magazine are very enjoyable. Send more. They bring back familiar names and faces of the real live wires. There are no cobwebs on the Union Traction personnel. I often think with pleasure of my relations with them, and hope to "meet up" with them after this dashed war is over.

As one of our Buddies said, "This is a hell of a war, but it's the only one we've got."

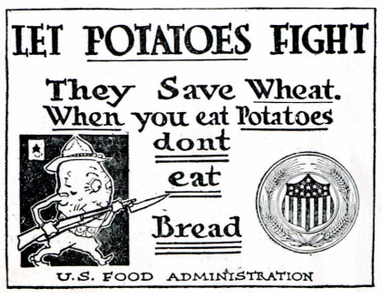
That "Nutty Fable" in SAFETY is a literary gem. The writer should be rewarded with a day off every few nights.

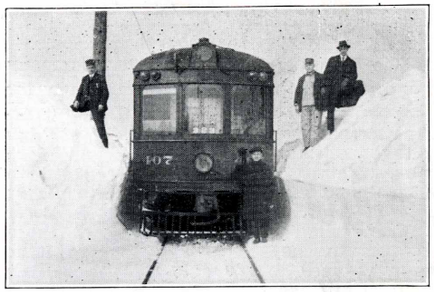
You inquire how the English feel towards the American war efforts. Many British officers and citizens say they would be greatly discouraged were it not for the entrance of the Stars and Stripes just now. They appreciate us strongly, and are not slow in saying so, even though their papers may not make very extended mention of American success at the front.

When I left the States our people seemed to think the war would not last a long time. That is not the general belief over here. The Huns are not defeated by any means. Not yet, but no rational mind doubts that they are in for a good sound drubbing eventually. We should not relax on account of over-confidence.

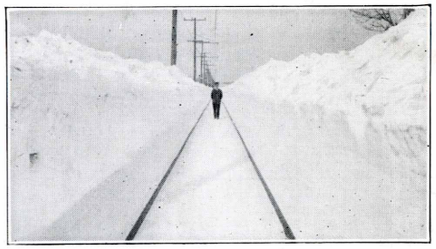
My special regards to your family, and to all of the Union Traction forces.

Yours sincerely,
JOHN B. FATTIC.





VIEWS OF THE BIG SNOW ON TIPTON DIVISION LAST WINTER. DON'T THEY MAKE YOU FEEL COOL?



IN FLANDERS FIELDS

(From "In the Day of Battle," by C. E. Holman, published by William Briggs, Toronto, Canada.)

In Flanders fields the poppies grow
Between the crosses, row on row,
That mark our place, and in the sky
The larks, still bravely singing, fly,
Scarce heard amid the guns below.

We are the dead; short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved; and now we lie
In Flanders fields.

Take up our quarrel with the foe!
To you from failing hands we throw
The torch; be yours to hold it high!
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.
—Lieut. Col. John McCrae.

A REAL EMPLOYEE

"Do you see that young fellow over there?" said the manager of the factory. "He's made up his mind that some day he is going to get my job away from me."

"Is that so? I shouldn't think you'd keep him around here then."

"Great Scott, man! I'd be mighty lucky if every fellow in this plant had the same idea."

THEY COME FIRST, REMEMBER

(From Food Conservation Notes of the U. S. Government.)

The first draft on the sugar bank comes from the trenches and the fighting lines. In this time of shortage it is well to remember that the ration not only of the American troops in the field but that of the allied nations as well must be maintained to the fullest. The soldiers' requirements are very high—far above any level of normal consumption. Sugar is a fuel for the body. From it can be obtained the quickest reactions in heat and energy. Therefore, when the weather is severe in the trenches the consumption of sugar by the troops necessarily becomes very high. Sugar has somewhat the immediate stimulative effect of alcohol, without, however, the injurious consequences.

Supplies of candy being manufactured for the troops will not suffer depletion. This ration will be maintained to its fullest extent. The Young Men's Christian Association, Red Cross, Knights of Columbus, Salvation Army, and similar organizations in France will be provided with sweets for their distribution. It is only fair that the people at home should conserve for the men in the field.

REDEEM OUR PLEDGES!

They will not amount to anything unless we do. Unredeemed **pledges** will not purchase bullets, supply food or build the ships to carry our troops to France. This work takes cash! So, its up to every man, woman and child who has **pledged** a purchase, either to Uncle Sam or to himself, to make good on it NOW.

The money is needed. Every dollar that comes in does double duty. Every person who pays the **pledge** now is doubly patriotic.

War Savings Stamps are the world's best investment. They help in the restoration of honor among nations, the vindication of Right against Might, the freedom of all peoples, and the greater glory of the Land of the Free and the Home of the Brave. Don't wait to be asked!

BUY YOUR WAR SAVINGS STAMPS NOW!

Here is the champion lie of the year.

The horrible news comes from Arkansas that a boy climbed a corn stalk to see how the corn was getting along and now the stalk is growing up faster than the boy can climb down. The boy is plumb out of sight. Three men have undertaken to cut down the stalk with axes and save the boy from starvation. It grows so fast that they can't hack twice in the same place. The poor boy is living on nothing but raw corn and has already thrown down four bushels of cobs.

WHEN EVERYTHING GOES DEAD WRONG

By Leigh Mitchell Hodges.

Sometimes our tasks and even our tools seem to turn on us. There are days when the boss looms frowningly like a storm-draped mountain dropped in our path of progress.

But the "darkest hour precedes the dawn"

Not always is it easy to keep this in mind as a stimulant—especially when one is in the thick of that darkest hour. Then dawn seems immeasurably distant. Then doubt, dread and the shadow of defeat add terror to the dark.

But Christianity dawned from the darkness of Calvary and the sun of this western world rose out of the night of Columbus' discouragement and the hopelessness of Valley Forge founded the hope of democracy.

So long as we have these and a thousand other proofs; that obstacles and hardships provide the necessary friction to produce the living flame of success, whoever despairs virtually consigns himself to the dump-heap.

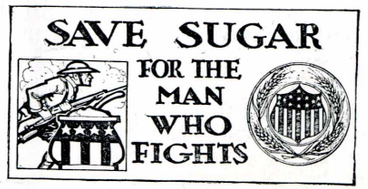
Nearly always a fair and square view of the facts will show that some measure of the darkness is due to some lack on the part of Number One. Thus it comes that the part of wisdom is never to blame anyone or anything until we have ascertained the full measure of blame due to self.

When the clouds begin to thicken and your heart begins to sicken,
And you think you're getting worsted in the game;
When your hopes are most depleted and your honest efforts cheated,
And it looks as if your "luck" were going lame,
Seek an instant consultation
With old "Doc" **Determination,**
He will fix you up with "Fight on just the same!"

Distressing and Uncommon

A news item in a recent issue of the Montour Falls, N. Y., Press reads as follows:

Helen Scanlon, one of our cost department employees, had a fortunate escape from serious injury last week, when she alighted from the trolley car backwards and fell on her own responsibility; the company not being liable.



LIVE WIRES

At the July meetings of Local Safety Committees 56 suggestions were submitted. This is a very good beginning for the new committees and shows they are following the straight path to "Safety First." Of the total number of suggestions Marion contributed 18, Anderson 15, Indanapolis 12, Tipton 6, Muncie 5. J. S. Pollard, representing the Anderson Committee, submitted the largest number of individual suggestions, seven in all; W. Adair of the Marion committee, comes next with 6, and Tipton is represented by Ross Luellen with 5 suggestions.

As usual, the suggestions submitted cover many important matters and some are given below to help us promote the good work of "Safety."

That the switches at Gas City Junction and Home Corner be kept closed to the main track; have agents write way bills more plainly; repairing toilet at Wabash Station; repairing switches; low joints; trolley wire; move the river pump switch at power house; move the 600 volt light wire from center of boiler room, Anderson plant, and place in conduit along the wall; that rope controlling hand block at Fortville Station be placed in station or call box so that crews can call on block after office is closed; provide cards to hand to passengers forbidding them to ride in the vestibules; freight handling cars billed to Anderson shops and power house should deliver same to these points if they have to pass same on their runs; remove cars from Siding Hunt; remove the safe at oil house; repaint switch stands; cut weeds at sidings; trains holding main track should place the headlight on dim; do not handle registered mail or packages on limited trains; handle small town mail on locals; repair retrievers; trim trees; that a place be provided on full fare cash receipts indicating half fare; place headlight on top of Broad Ripple cars; discontinue Siding Dent; place bars over back windows in car in North Marion; change one of the block lights at Third and Washington streets; improve the alighting and boarding of cars at Wabash Station; more care should be taken in making curves; place circuit breaker now at Gas City Junction on the bridge; tie down trolley of city cars during electrical storms; place boxes on Broad Ripple cars to be used for the convenience of passengers in getting off cars; pet cock on air tank car 413 should be made safer; repair lightning arrester at Ingalls H. T. room; moving poles to better locations.

A tart temper never mellows with age; and a sharp tongue is the only edged tool that grows keener with constant use.

Get rid of careless habits. Acquire the Safety habit.

MUNCIE TERMINAL

Fred Connelly, Correspondent.

There was a total of three broken axles and two broken flanges on city equipment in the month of July at Muncie. No one was hurt, and regular service delayed only a short time.

We have word from Kaylor, Bailey and Schuler from army camps, and they are all reported as being able to give two bells yet.

Duke Prentice and Electric LaRue started somewhere recently, and were delayed and re-routed. Ask the Duke.

Work on new shop at Muncie is progressing fine, and every employee of division will see the difference when it is completed.

A. G. Snell, L. S., sort of puffed up on himself when cars Nos. 16 and 21 arrived, as also did the natives of West Side.

F. T. Pottinger, old Muncie shop carpenter, and Ed Dick, motorman, are back. Mr. Pottinger has been at Evansville, and Mr. Dick at Dayton. Welcome back, boys.

Recently John Shore met a Ford while going down the Yorktown pike. The owner of the Ford asked John if he was in the way. John said "No, but there are several passengers aboard who would like to reach Indianapolis." The owner of the Ford, to be accommodating, cranked the thing and proceeded to clear the right-of-way.

Lester Cortner had eyes and face badly cut by glass when a mast arm dropped down and came through the front window of his car.

L. C. Shinn, Muncie shopman, was called to Geneva on account of the death of his sister.

Miss Dudley, Muncie shop employee, has been seriously ill for the past two weeks.

Miss Opla Mercia, Muncie shop employee, has been off duty on account of having her right index finger badly mashed.

Carl Ellis, Tipton trainman, was a visitor in Muncie this week. He says they railroad on the Northern but don't do so much of it as they do around Muncie.

Richard Stinson, armature winder at Anderson, has reached the high spots. He has bought a Henry buzz boat.

Dorotha Pearl Merchant, the nine-year-old daughter of Mr. and Mrs. Will Grandison, passed away Aug. 1, at the home of her grandparents, Mr. and Mrs. J. A. Dunn, of Mohawk, where she had made her home ever since the tender age of one year. Messrs. Frank Brammer and Harry Clapp showed their love and friendship for little Dorotha by stopping their car long enough to view her body. She was always ready to smile and wave a cheerful little hand at Mr. Brammer when he went through her town.

Mr. Dunn and family and Mr. Will Grandison and family wish to thank Mr. and Mrs. Frank Brammer for their beautiful floral offerings.

We extend our heartfelt sympathy to Mr. Grandison, who is motorman on the line car at Shirley, and to his family.

TIPTON ELECTRICAL DEPARTMENT

W. R. Goodnight, Correspondent.

Mr. and Mrs. Rynerson and son, agent and assistant agent at Elwood, are at work again after a two weeks' vacation in the southern part of the state.

Mr. Tom Johnson, sub operator at Noblesville Sub, was called to his home at Kirkland on account of the illness of his mother.

Mr. Robert Lutz has assumed the night duties at Broad Ripple Sub, succeeding Mr. Frank Wilson, who resigned, taking up freight work.

Mr. Bert Watson of Broad Ripple, is now located at the Tipton Sub, having succeeded Mr. Tom Clark, resigned.

I have been successful in securing a permit to cut two out of four of the trees that stood on the corner of Taylor and Kennedy streets, Kokomo, shutting off the view of the curve at this point. We have come near having several accidents at this place on account of these trees, so I cut down two of the trees and trimmed the other two so they won't interfere with the view.

TIPTON TRANSPORTATION NOTES

C. Venable, Correspondent.

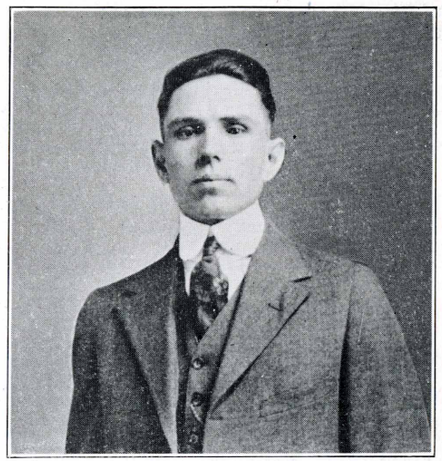
Conductor George Horten, who has been stationed at Camp Taylor for the past few weeks, has been honorably discharged from army life and has returned to work on the Tipton division.

R. M. Early, motorman, running out of Kokomo on Tipton division, has been called for army duty, with orders to report to Camp Taylor immediately.

Mr. A. A. Dunlap, division engineer on Tipton division, is either expecting to be called to the army or getting feminine in his ways, as he has placed a large box in his office and no one is able to find out whether it is to be used to pack his belongings in or whether he is using it for a hope box. We rather think it is the latter.

J. E. Ogle, who has been with the company for several years, being one of the second trick dispatchers on the Tipton board, has resigned to take a position with the L. E. & W. R. R. as stationary engineer.

While on a business trip to Gary, Ind., for the company, I had the pleasure of meeting several of the old Union Traction boys. Chas. Dinsmore and Clyde Howard are working on dispatch board for the Gary & Interurban R. R. Co.; Ralph Barnard, one time dispatcher at Tipton, is now stationed at Michigan City as dispatcher for the Lake Shore; George Helm and Chas. Crouch are on the same road. All of them seemed pleased to hear from their old friends on the good old Union Traction.



W. PLUMMER, INDIANAPOLIS MOTORMAN

Mr. Plummer distinguished himself by saving an old man's life at 34th street and Martindale avenue, Indianapolis, at the risk of his own life, as mentioned in the Indianapolis notes in June issue of SAFETY.

OATS MAKE BRAWN FOR THE SCOTCHMAN—WHY NOT FOR YOU?

You'll find only one thing the matter with this bread—the family will want to eat too much of it.

Oatmeal Yeast Bread.

1 quart water.
1 or 2 cakes compressed yeast.
4 teaspoons salt.
3 tablespoons molasses.
3 cups rolled oats.
8 cups flour.

Mix as follows: Soften the yeast in ½ cup of water (lukewarm). Heat the rest to boiling then stir in the rolled oats. Let it boil up once. Cool, add the salt and sirup, and, when lukewarm, add the softened yeast. Then add the flour to make a stiff dough. Knead or cut down the dough, add the remaining flour, and let raise again until double in bulk (about 1½ hours). Shape into loaves. Let raise in pans until double in bulk. Bake 50 minutes to 1 hour.

The recipe given here saves from a pound to a pound and a half of wheat, and is endorsed by the National Food Administration.

An ounce of wheat flour saved is a pound of victory earned.

Your life is what your thoughts make it.

The great man is he who does not lose his child's heart.—Mencius.

Many a man has a hard time because he takes things easy.

ANDERSON TERMINAL

C. J. Stanley, Correspondent.

Mr. and Mrs. A. C. Wilson spent a ten days' vacation at Barbee lake fishing and boating and enjoying themselves generally.

Mr. and Mrs. I. A. Baxter and family motored to Barbee lake on Sunday, Aug. 25, for a week's outing at the lake.

Gideon Helmick has taken a position at Anderson as interurban motorman. Mr. Helmick was formerly with the company in the same capacity and said it was no use, he was obliged to be a motorman and quit the factory work for the outdoor work.

Wm. Bennett and wife visited Mr. Bennett's relatives at Modoc, Ind. Mr. Bennett is one of the substantial city trainmen at Anderson.

George Conn and family attended his family reunion near Middletown on Sunday, Aug. 25.

R. E. Boyle has been working as relief agent at Anderson and Pendleton and has been kept real busy days and parts of the night.

L. M. Gale and family attended the Gale reunion at Chesterfield Sept. 1, 1918.

Motorman Frank Patterson and his son, John, have solved the fuel problem for this winter by moving into a flat on Jackson and Ninth streets.

Conductor D. W. Gosnell was off two days on account of the serious illness of his wife, who is getting better at present and is considered out of danger.

Motorman Glenn Campbell still smiles most of the time, but watch out when he is not smiling, for he either wants off or his wife has been having him help wash.

Conductor Hilligoss has had the north freight so long, getting up at 1 a. m., that after taking the late run with Wm. Belew on A. M. & W. division, he couldn't sleep after midnight. But after three days he wanted to sleep all the time.

Ask H. H. Kerr who cured him of his rheumatism. He knows but I doubt very much if he will tell you.

THE AMERICAN'S CREED

I believe in the United States of America as a Government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states, a perfect union, one and inseparable; established upon those principles of freedom, equality, justice, and humanity for which American patriots sacrificed their lives and fortunes.

I therefore believe it is my duty to my country to love it; to support its Constitution; to obey its laws; to respect its flag; and to defend it against all enemies.

ANDERSON SHOPS

J. E. Hester, Correspondent

Wm. Beddoe, formerly night foreman of Anderson shops, has returned to the fold. Welcome home, Bill.

Samuel Hughes, machine shop foreman, is spending his vacation seeing the sights and high buildings in Cincinnati, O.

Frank (Shorty) Williamson, one of our old-timers in the machine shop, who left us and had been with the Vulcanite Roofing Company for ten months, has come back home. They all come back.

Frank Rockhold, employed in the wood machine room, had the misfortune to get his hand in a rapidly revolving rip saw, with the usual result—lost part of one finger and injured two others.

C. E. Miller, one of our carpenters, came out of it a little better, having the ends of two fingers injured in contact with the same "buzz saw."

Larry Hester and wife of Cleveland, O., spent last week with Mr. Hester's parents, Mr. and Mrs. J. E. Hester. Larry at one time was connected with the store room at Anderson. He is now with the American Railway Express Co.

Jack Leach, who has been taking an enforced vacation on account of illness, is able to be back on the job again.

W. H. Morris and family attended the aerial circus at Indianapolis last week.

Any one desiring to get the latest inside dope on war gardening, please confer with Billy Johnson, painter foreman, Anderson shop. Billy can produce the goods.

For correct time see Rudy O'Neill.

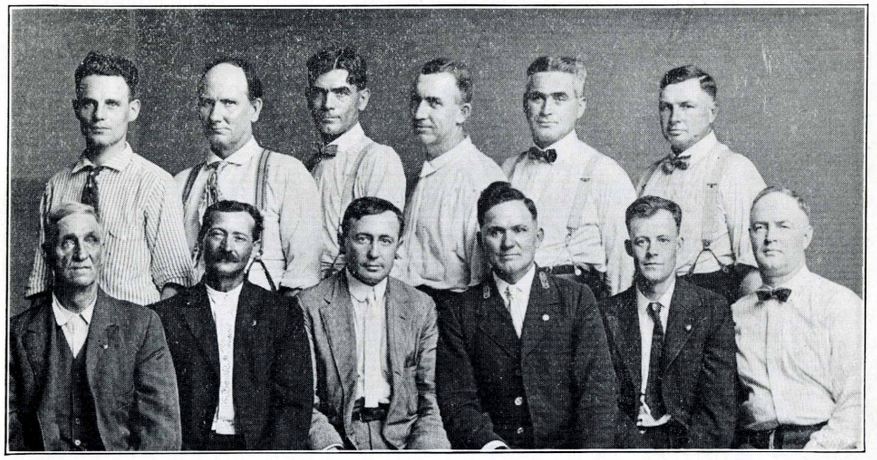
Miss Ruth Etchison, who has been stenographer in the office of Mr. E. E. Jones, superintendent of power plants, since November, 1917, left on Aug. 15, and has accepted a position as chief clerk to Mr. L. A. Mitchell, engineer of maintenance of way. She was succeeded by her sister, Allean Etchison.

Miss Irene Manley has taken a position as stenographer and clerk in the purchasing department. Miss Manley was with the Buckeye Mfg. Co. She handles her work well and we are glad to have her with us.

Joe Young, formerly in charge of the Middletown section, but recently with the Big Four at Markleville, will have charge of the Daleville section beginning Sept. 1, 1918.

CAREFUL, JOHN!

John Garvey, first line conductor, Anderson, does not believe in signs, especially the street signs which they put up in the middle of the street crossings to keep automobiles and other unnecessary users of the streets moving to the right. John knocks 'em over by letting 'em hit him in the back.



MARION LOCAL SAFETY COMMITTEE

Top row, left to right—Merle Gustin, Grant Gray, Homer Newport, Guy Graham, Ray Biggs, George Crift. Bottom row—Newton Anderson, Henry Vetor, John Jones, John Young, Everett Swain, W. E. Squires.

INDIANAPOLIS TERMINAL

By H. P. Leiper, Correspondent.

A banker the other day offered to change jobs with Bill Griffin, but Bill refused; said he might be getting a little old but he wasn't foolish.

William Young, Parry Hinshaw, Clarence Anderson and William Green certainly take care of the soldiers they handle on Ft. Harrison. Young, Hinshaw and Anderson all have boys in France and hope that the conductors "Over There" are doing as well by their boys. Green takes care of them because he also feels that way about them.

Edgar Grimes was mysteriously absent one day and on his reappearance was asked where he had been. He had a very sad story to relate. It seems that some one had slipped up behind his mule and knocked out the props, letting the poor thing down. It took him all day to get it back up. He said he wouldn't have minded it so much, but he had to get new props as the mule broke the old ones in the fall.

O. Gillaspy has been quite sick. Dick always did work too hard.

George Campbell, who was injured Aug. 4, is improving but is still wearing a crutch.

E. R. Johnson recently spent a week in Ohio on a vacation.

Mr. and Mrs. George Danforth have a boy that every one insists on calling a girl, because he is so good looking. This gets Mrs. Danforth peeved, not because he looks so good, but that they take him for a girl.

H. Titus spent a week at Leesburg. He reports catching many fish, but we did not see any of them. He said all they talked about up there was what had become of Lawyer Kittinger and Clint Wilson.

Emmett Earle, Broad Ripple conductor, snaps in all the new men on that line, which keeps him busy. I have promised him that when we start to employing women conductors we will turn them all over to Shackleford.

Mrs. Sam Sharp spent a couple of weeks in Kentucky, down on old "Green River." If it had not been Sam, we would have held a celebration on his return from such a neighborhood.

Lee Anthony and "Banty" Halstead, who fished in all the streams within forty miles of Indianapolis without catching a thing, spent a couple of days at Lake Wawasee with the same result. On their return Sam Smith took them out to the edge of the city and filled both of their buckets, as well as his own, with fish, or at least Sam said he did, which all goes to show that we can always do better at home, **if we know how!**

George Doakes is doing so well selling coal that he thinks of opening up a regular coal yard. Also applicable to Union Traction.

A general manager of one of the eastern roads was recently on a tour of inspection of the property and in one of the yards ran across an old switchman whom he knew in the old days. During their talk he said, "How is it, Mike, that we had so much trouble operating last winter? We did not use to have so much trouble and we had just as cold weather and as much snow." Mike replied: "Well, I figure it this way; years ago we had men of steel and wooden cars, now we have steel cars and wooden men."

MINE

YOURS OURS

CO-OPERATION

GENERAL SAFETY BOARD

WALTER SHROYER
S. R. DUNBAR
C. S. KEEVER
F. D. NORVIEL
J. A. VAN OSDOL

H. A. NICHOLL, Chairman
E. E. SLICK, Secretary

E. E. JONES

C. H. ALLEN
G. H. KELSAY
M. F. SKOUDEN
L. A. MITCHELL
W. H. FORSE, Jr.

LOCAL SAFETY COMMITTEES DURING THE SIX MONTHS BEGINNING JULY 1, 1918

ANDERSON—

Rollo Keesler, Maint. of Way, Chairman
D. E. Porter, Maintenance of Way
E. Watson, Power Plant
C. E. Buchanan, Power Plant
W. S. Green, Motive Power
Elmer Swisher, Motive Power
H. R. Brown, Motive Power
J. O. Penisten, Electrical
Jas. F. Parker, Electrical
C. J. Stanley, Transportation
Charles Ferguson, Transportation
H. L. Shaffer, Transportation
Claud Murrer, Transportation
C. E. Cuneo, Transportation
Ora Johns, Transportation
S. H. Garner, Transportation

INDIANAPOLIS—

M. E. Graston, General Agent, Chairman
H. P. Leiper, Transportation
E. P. Ross, Transportation
Frank Atkins, Transportation
Gus Clinton, Transportation
E. Miles, Transportation
Wm. Kinnick, Electrical
C. A. Roberts, Electrical
C. L. Gunning, Motive Power
Roy Spoon, Motive Power
Roy Foreman, Maintenance of Way
E. Lamb, Maintenance of Way
Frank Pore, Maintenance of Way
T. W. Jones, Accounting
W. V. Morris, Freight Claim Agent

MARION—

John A. Jones, Claim, Chairman
Guy Graham, Motive Power
Grant Gray, Motive Power
E. Swaim, Electrical
A. D. Crull, Electrical
W. E. Squires, Transportation.
N. L. Anderson, Transportation
Homer Newport, Transportation
Ray Biggs, Transportation
John Young, Transportation
George Crist, Transportation
Henry Vetor, Maintenance of Way
M. F. Gustin, Traffic

MUNCIE—

Q. LaRue, Electrical, Chairman
Jos. Long, Electrical
O. E. Cannon, Electrical
A. G. Snell, Transportation
W. O. McDowell, Transportation
C. M. Peters, Transportation
Preston Steward, Transportation
J. S. Woodring, Transportation
C. O. Sawyer, Transportation
Z. E. Fletcher, Transportation
A. W. Willis, Power Plant
Omar Coats, Maintenance of Way
C. A. Prentice, Maintenance of Way
Fred Connelly, Motive Power
Chas. Whaley, Motive Power

TIPTON—

H. J. Miller, Motive Power, Chairman
Wayne Tranbarger, Motive Power
W. R. Goodnight, Electrical
H. Fox, Electrical
T. Ogle, Electrical
A. A. Dunlap, Maintenance of Way
A. T. Hartgrove, Maintenance of Way
Charles Venable, Transportation
W. G. Cooper, Transportation
L. Popejoy, Transportation
George Haines, Transportation
J. Meloy, Transportation
V. Maines, Transportation
R. E. Luellen, Claim
J. F. Suffolk, Purchasing

DEC., 1920

SAFETY

UNION TRACTION COMPANY
— OF INDIANA

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SAFETY

A MAGAZINE DEVOTED TO THE INTERESTS OF THE UNION TRACTION COMPANY OF INDIANA AND ITS EMPLOYES

R. E. LUELLEN, SAFETY ENGINEER, EDITOR

Vol. 6 DECEMBER, 1920 No. 9

EDITORIALS

NO-ACCIDENT WEEK.

Every Union Traction man, we believe, entered into the efforts to make the week of Nov. 29th to Dec. 5th, one of no accidents, with great enthusiasm and a firm determination to go through the week without an accident. To practically every one this determination was nothing new, for to most of us, every week is No-Accident week. Though every effort seemed to be made by everyone to attain a perfect score, there were a few who "slipped" and caused us to fail to reach our objective. There was a reduction from the weekly average of 31% in number of all accidents reported and that is no mean record, when it is considered that our trainmen have a reckless, uneducated public to deal with. 99.30% of our employes went thorugh the week without an accident of any kind for which they could in any way be responsible, and, while not a perfect score, IT WAS NO MEAN RECORD. We have demonstrated to ourselves at least that efforts sincerely made, DO BRING RESULTS.

THE PUBLIC WILL HELP.

Recently the Safety Engineer received a report from one of our motormen that the school children in Alexandria were playing on the track and staying too near the track as cars passed them. He wrote a letter to the principal of the school which they attend and promptly received a letter from the principal, thanking him for the information and stating that she had talked to the children and given them very strict orders to stay away from the car track. Since no further reports of their mis-conduct have been received, it is presumed that the children are obeying her orders.

This was not an unusual occurrence, but it serves to demonstrate two things: first, that there is a way for trainmen who are thus annoyed to put an end to the trouble; second, that the public sympathizes with us in every effort we make to make safer conditions, provided it feels that we are sincere in our efforts.

EFFICIENT TRAINMEN.

We all know that if the motorman throws off the power after his car has attained full speed and lets it coast on level or declining track, kilowatts are saved and that each kilowatt saved means eight pounds of coal saved.

However, we also know that not nearly as much coasting can be done if the motorman and conductor fail to get away from stations in good time or otherwise fail to take advantage of the schedule in every possible way.

One day recently a motorman was observed to keep the power on right up to the siding where the opposing train was to be met and then immediately apply the brakes and stop at the siding. He had reached the siding two minutes ahead of schedule time and he waited two minutes and when the time arrived when they were due at that siding, he reported against the opposing train, which was not yet in sight. **That motorman was not efficient.** He could have utilized that two minutes in coasting and saving power. Similar things happen hundreds of times each day.

Agents, too, can help by being out to meet the cars and having their trucks in position, ready to load or unload matter from the cars. Dispatchers can help by giving good orders, conductors can help by being prompt and on the job, track men can help by keeping the track in condition and getting off the track before a car comes near to them, linemen can help by keeping the trolley and other overhead apparatus in good condition, power house and substation men can help by keeping all the available power ready for the use of the motormen; in fact everyone of us can do his part and should do it well. **DO YOUR PART!**

TROLLEY FLASHES.

You can only do a thing well when you want to do it well.

The man who does no more than he is paid for is paid for no more than he does.

Not all men can be rich, but we can all be careful.

There's a sensible laugh and a foolish laugh; practice using the former.

A smile gets you farther than a frown on any road.

Many are hired, but few have the good sense to stick.

How similar sound those words "Bol" and "Bull"!

Oil stocks represent hope; War Savings Stamps represent CERTAINTY.

THE DECEMBER GET-TOGETHER MEETING

By R. E. Luellen

"Law, chile, ah done jes' git back f'um helpin' Mistah Keevah git dat big tuhkey suppah ready foh de Union Traction Safety Folks. What? 'Deed ah did he'p! We-all done mighty nigh wukked ouah fool haids off a-gittin' hit ready, we did.

"We-all wuz down dere at th' Odd Peoples' hall briat an' uhly dis mawnin'! An' theah wuz Mistah Keevah and sum otheh fellahs dat he call 'Stanley,' an' 'Fatheh Grimes' an' 'Hesteh' an' a lot o' otheh low-down whiat traesh who names ah don' jes' remembah. We-all didn' have no stoves, hahdly, tuh cook on, but chile, yuh jes' awta seen dem boys hussel tuh obercome dat difficulty! Ah done guess Union Traction folks is all dat-a-way; dey don' let no obstickle keep 'em f'um doin' whut dey aims tuh do; and' 'spite it all, we-all done fix up a feed dat wuz jes' gran'.

"Honey, ah'll nevah live tuh fohget dat bankit! No, suh! Not even ef ah lives longeh dan Methusalem! Der wuz fust off, lots ob nice, young turkeys. I 'spect dey wuz nigh two dozen. Evehy plate in dat big hall wuz piled up high wid it! Mah mouf jes' watehs now when ah think ob it! An' theah wuz dressin' an' mash sweet taters with some kin' o' candy stuff on 'em an' gravy an' hot rolls an' lots o' real butteh an' celery an' olives an' grape fuuit an' den mo' tuhkey! An' dere wuz nice rich cream tuh put in de coffee an' plum puddin' wid nuts on de top an' some kin' o' ice cream dat didn' have no cream in it; but it wuz mighty good, howsumevah. I 'spect Ise fohgot half ob de good things, too.

"Honey, ef dat wuzn't de fines' bankit ennybody evah set up to an' gawge demselves on, den mah givin' name ain' Dinah an' ah ain' nevah seen no real bankit in mah whole life."

The December Get-Together meeting and banquet of the Safety Committees was held in the Odd Fellows' hall at Anderson on Friday evening, December 3rd. It was attended by about one hundred and twenty-five Union Traction men and two distinguished guests who favored us with their presence, Mr. Edward C. Spring and H. L. Brown.

Mr. H. A. Nicholl, General Manager, acted in his usual role of toastmaster and after the big "feed" gave us a short talk, in which he made us all welcome and expressed the hope that all present would enjoy the evening. He pointed out the fact that we are passing through a very critical period of readjustment, and because the prospects are that travel will be light in the months just ahead, it will be necessary that every employe of the Company conserve in every possible way in materials, power and time.

Mr. Nicholl closed his talk with the earnestly expressed wish that we may all enjoy a very Merry Christmas and a happy and prosperous New Year.

Mr. J. A. Van Osdol, General Attorney, next favored us with a delightfully interesting and instructive address, pointing out to us the fact that while we were so impressed with the fact that the great number of 47,494 of our boys were killed in the recent World War, yet during the same period of time there were 126,000 persons in the United States of America who lost their lives by reason of accidents!

Mr. Van Osdol made the point that of these 126,000 victims of accidents, only 35,000 were killed industry, while 91,000 were killed by accidents due to general causes, which emphasizes the necessity for bringing to the people at large the appreciation of the constant need for greater caution and he said we should help to make the public understand what can be done in accident prevention. The direct benefit to us will be, he stated, that the tension under which our trainmen work, in their efforts to prevent accidents, will be lessened when the public is educated to greater carefulness.

In his talk, Mr. Van Osdol gave many very interesting figures and comparisons, some of which follow: "The people killed by accident in this country during the war period, if buried in a trench as some of the soldier boys were buried, shoulder to shoulder, would require a trench 48 miles long as a grave!" "Lost time by reason of disabling accidents in Cleveland has been reduced 33% through accident prevention." "In St. Louis, automobile accident deaths have been reduced 51% by education of the public to

greater safety." "In Rochester, N. Y., there has been a decrease in industrial accident deaths of 61% since Safety has been taught." "Accidents cost the Union Traction Company in money alone last year the tremendous sum of $118,000." "It is figured that in the ten years in which safety precautions have been followed in the Gary steel mills that 5,974 serious accidents have been saved."

Mr. Van Osdol was followed by Mr. H. L. Brown, Western Editor of the Electric Railway Journal, of Chicago, who gave us a short talk in which he complimented us on our Safety efforts and in an impressive way pointed out the need that men co-operate with the management in the strenuous period of readjustment. He wisely observed that our attitude toward the public is sure to be reflected by the attitude of the public toward us in any kind of effort.

Tom Patton, our Kokomo Agent, was next called on and he delightfully rendered James Whitcomb Riley's own interpretation of two of his best poems. Mr. Patton was a personal friend of the poet in his lifetime and is peculiarly able to put Mr. Riley's meaning and style into the recital of his wonderful some-spun poetry.

Cheers were proposed for the men who prepared the banquet, for the men of our organization who could not attend, for the management and for our guests by R. E. Luellen, who was next called on in place of John Jones, who had been elected as a speaker, but who could not be present, and the rafters rang with cheering.

President A. W. Brady arrived late because of being unavoidably detained before the Public Service Commission at Indianapolis. When he arrived he was presented by the toastmaster and in a talk which was short, but very interesting, he laid emphasis upon the importance of the safety efforts we are making and expressed his regret that all the employes of the Company could not be present at the banquet. He spoke of the problem with which we are confronted, of higher charges being made against us for facilities furnished by the Indianapolis Street Railway Company, as one of those which we have to face at the present time.

Mr. Brady closed by thanking the employes for all the safety efforts they have made and was followed by our distinguished guest of the evening, Mr. Edward C. Spring, General Superintendent of the Lehigh Valley Transit Company and member of the Board of Directors of the National Safety Council, who is a close personal friend of Mr. H. A. Nicholl's and who came to address us at Mr. Nicholl's special request.

Like a wonderful dessert served toward the end of a perfect meal came the magnificent address of Mr. Spring. In language and inflection of masterly choosing Mr. Spring spoke at length on the subject of Safety, which he declared, is the thing nearest his heart and he gave us a description of the great Safety Drive which was held throughout the whole Lehigh Valley during a period of one week in last May, in which all industries and the public participated and which bore fruit in the elimination of almost all accidents during that period and a very decided decrease since.

Mr. Spring took as his text an acrostic on the word "Safety," seasoning his talk with funny stories and witty jokes, which kept everyone in high good humor and we were compelled to constantly wonder, "What's coming next?" as statements of undeniable wisdom or stories of flashing wit passed his lips.

Only once in a lifetime, perhaps, is a person privileged to listen to a speaker of Mr. Spring's ability and engaging personality and I am sure I voice the sentiment of the entire audience when I say "That was the time, Mr. Spring!"

After a short talk by Mr. James Hester, in which he brought out several splendid thoughts on Safety, we indulged in a general handshaking, during which everyone called everyone else by his "front" name and if anyone went home feeling anything else but good, it was because he ate too much turkey.

The rosy tints of the occasion were heightened still further by the beautiful singing of Mrs. Kilgore of Muncie, and an orchestra which rendered lively jazz music during every moment that might otherwise have possibly been the least bit dull.

My idea of heaven would be a place where all evenings were as well filled with good "grub," good speeches, good music and singing and good feeling as that one was!

JOHN HANCOCK "COMES BACK."

Mr. R. E. Luellen,
Anderson, Indiana.

I note in the November issue of the magazine that I was given credit of having a farm. I wish to advise that this is a very sad mistake. In the first place, I'm sorry to say that I haven't got a farm or even a piece of one, and besides I wouldn't know what to do with it if I had a farm, as **white mules** comes so high I would not be able to stock up. A good farm needs good stock, so I guess it is rather fortunate for me that I haven't got any stock or farm.

Yours very truly,
J. E. HANCOCK.

WORD FROM SOME OLD TIMERS.

Mr. J. O. Penisten advises that he has just received a letter from E. E. Lindsay, who is now at Chesterton, Ind., as representative there of the Northern Indiana Gas & Electric Co. He serves, he says, in every capacity from General Manager to porter and attends the meetings of the town board. By reason of this he was grown so presumptuous as to claim that even Cal Allen has nothing on him when it comes to being a good lobbyist.

Mr. Lindsay states that he has recently seen E. J. Peek, C. H. Peek and Billy Adams; also Vint Newman and Harry Dailey.

SHOWINGS MADE IN NO-ACCIDENT-WEEK

Departments Making 100%

ROADWAY
POWER DISTRIBUTION
POWER PLANTS
PURCHASING

Percentages Made By Shops

Motive Power Department

ANDERSON	99.20
BROAD RIPPLE	100.00
TIPTON	100.00
MARION	100.00
INDIANAPOLIS	100.00
MUNCIE	97.50

Percentages Made By Terminals

Transportation Department

MUNCIE	99.25
ANDERSON	95.80
TIPTON	92.30
INDIANAPOLIS	97.30
MARION	98.30
AVERAGE ALL TERMINALS	96.50

AVERAGE ALL EMPLOYEES	99.30

REDUCTION AVERAGE WEEKLY NUMBER OF ACCIDENTS, 31 PER CENT.

"OUR GUEST"

General Manager Lehigh Valley Transit Company

Member Board Directors National Safety Council

EDWARD G. SPRING

High Lights in Mr. Spring's Address

"I can realize, as I look over this body of men, why it was possible for Mr. Nicholl to be released during the war by his Company, with such a splendid organization which kept the game going while he was working day and night for his country."

"I have taken as my text an acrostic on the word **'Safety,'** taking six words whose initial letters spell that inspiring maxim.

'My first word is 'SECURITY,' my second is 'ADAPTABILITY,'' my third is 'FORTIFY,' my fourth is 'ENTHUSIASM,' my fifth is 'TENACITY,' and my sixth and last word is 'YOURSELF.'"

"Before starting out on a great campaign, that we may be successful and immune from vulnerable attacks of the enemy, we must first put **our** house in order, make it secure and prepare a line of action.

"Every Department Head should satisfy himself that he has no useless timber which he is carrying on the Company's pay-roll and that **every man** in his Department is **one hundred per cent efficient**; that there is no needless waste of **material**; that every Superintendent and Foreman has likewise, a close touch upon the men under him."

"When you get the right man on the right job, watch him and give him every advantage and encouragement you can and he will deliver the goods."

"Safety work is the easiest work for men of all walks in life to adapt themselves to."

"The adaptability of a man to the Safety work is the first essential to the other factors that enter into a good worker."

"It seems to me that one great word with which to fortify ourselves is **'Belief.'** We must first believe in the cause for which we are fighting."

"We must love our job, and believe in the management and its policies before we are fortified with the right armor for work. If you do not believe your company is the best company in the world and that your superiors are the best men at the head of any company, **resign**; for you are a leak in the organization."

"A luke-warm worker never accomplishes much."

"Man has no fortifications except his indominatable spirit."

"All the words of our acrostic fade away as the morning mist if we do not hold onto our **belief.**"

"It takes a strong man to admit his mistakes. We should always be open to conviction.

"If we do not **think** and **act safety** as we **preach it,** we have not got the right grip on the game."

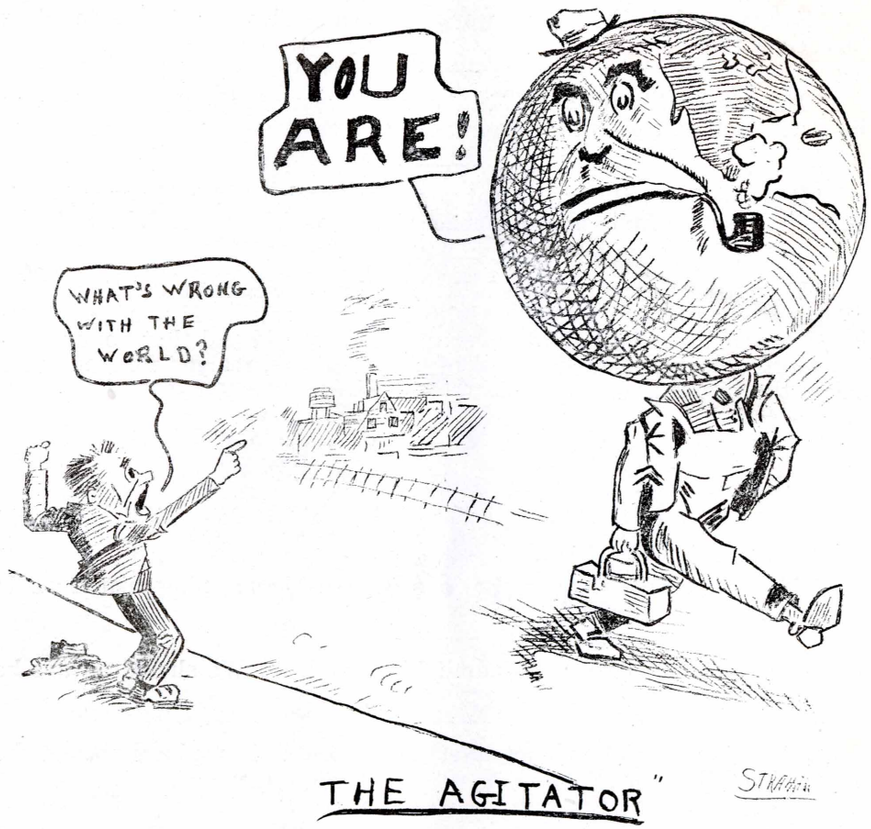
"Defeat is but the stepping stone to success."

"Safety is a stern reality today and is fast being accepted as such by the public at large."

"In the great Safety Drive made by the Lehigh Valley Safety Council over 85 miles of territory, the one fact that was most prominently brought out was the **lack** of **community spirit.** We are teaching **Safety** in the factories and on the railroads but after the employee leaves his work he **does not** carry home with him or on the street the gospel which he hears **at work.** We must so inspire the community spirit with **Safety** that when the workman arrives home **his family** will speak the same language of **Safety** that he speaks, and on the street corner they will also speak in the same terms of **Safety** that he is familiar with.

"It is up to **you** and **me** to go out into the world and teach the gospel of Safety First, as we are talking here at our places of business."

"Men, **know** what you **want, get** what you **want, with what you have.**"



"WHAT'S WRONG WITH THE WORLD."

By F. D. Norviel, G. P. & F. A.

Nothing. Its ourselves. Webster defines the word "Rest"—as something "tranquil"—**"Repose."** By adding one syllable it becomes the very opposite, **"Restless,"** "Disturbed," "uneasy"—"Anxious," "Turbulent"—and that is the way it is with life. A very little incident may change a thing of high efficiency to a flat failure. A man may be contented with his life, happy in his labor—and gratified with his position. Some one drops a word of discontent; that takes root in his mind—he thinks the whole world has changed, everything has suddenly taken the speedway headed for eternal "Bow-wows," but the world has not changed; its the man himself!

The Boss may have an office force of high efficiency—a vital concrete machine, the success of his business. He comes to the office with a grouch—in one short hour the morale of that office force may be completely destroyed. It was not the fault of the weather—or the office force, it was the fault of the man himself.

I once knew a woman who had many admirable qualities, the faculty of making friends—but who was not honest with herself and therefore could not be honest with others—who could go into a community which had never known social strife, and yet in one month, could place that community at swords points. The world was the same good old world, it had always been, but the trouble was **the individual.** We could go on naming one after another of the things that disturb the social or industrial life of an individual, a community and even the world at large, which when sifted to their dregs, an analysis shows us that the individual or community life is simply what we make it. Nothing more, nothing less. Be ambitious, but not greedy and **have faith in your fellow man.**

Let us not foster hatred—many a grudge has been cleared away by an honest statement. Let's give an honest day's work for an honest day's pay. There is joy for any man in the satisfaction of a duty well done.

Labor and its reward bring the most lasting pleasure in man's life. Let's keep our shoulders to the wheel, and do our honest share in keeping the machinery of life moving, always forward. **Serve!** Serve your fellow man, for there is greater joy in giving than in receiving. Cast doubts from your mind and make it healthy. A healthy mind means a happy individual. "Do unto others as you would have others do unto you"—permit no seed of discontent, envy or hatred to find fertile soil in your heart. Quoting a favorite passage of Shakespeare:

"Unto thine ownself be true
And it must follow as night the day
Thou can'st not then be false to any man."

GUARD YOUR SHARE OF SUNSHINE,
BE JEALOUS OF YOUR PART,
HOLD IT WHERE 'TWILL E'ER BE SAFE,
KEEP IT IN YOUR HEART.

Courteous conductors may be rare but not extinct.

Reduce your speed at all curves.

SAD STORIES.

The man speeded up to see if he could beat the train over the crossing.
He couldn't.

The man struck a match to see if the gasoline tank was empty.
It wasn't.

The man patted a strange bulldog on the head to see if the "critter" was affectionate.
It wasn't.

The man looked down the barrel of his gun to see if it was loaded.
It was.

The man touched an electric wire to see if it was alive.
It was.

Your family needs you—so watch ahead and on both sides.

(Editor's Note—The following was written by Mrs. Alice Snyder, widow of Mr. L. G. Snyder, who died Sept. 9th, 1920. The sum of $842.00 was paid Mrs. Snyder for sick and death benefits. Wouldn't such a sum be a godsend to **your widow**?)

"Editor Safety:

I wish to express my appreciation of the floral offerings and contribution given me by the boys at Mr. Snyder's death.

I also want to thank the MUTUAL BENEFIT ASSOCIATION for the care with which the claim for sick and death benefits was handled. I wish I could make each employe feel what a help this insurance might be to their families. I was left alone with a three-year-old child to care for and practically no one to help support us, so with the insurance, I was able to complete the payments on my home and clear myself of all debts.

I'm sure each employe at some time or other will find the sick benefits very nice; I'm sure **we** did.

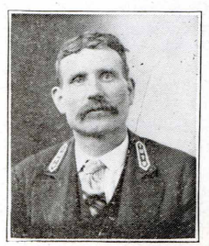
Yours truly,
MRS. ALICE SNYDER."

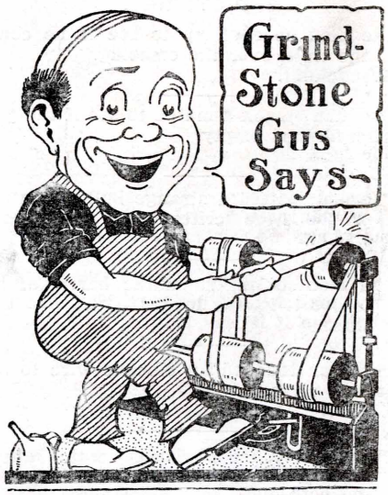
IN MEMORIAM

Lewis G. Snyder Died Sept. 9, 1920

He was

A Good Man
A Good Friend
and
A Loyal, Faithful Employe





Jim Smith, the floor boss, ain't the man to shout and jump around, but he gets things done. He ain't the man to correct a workman on his first mistake, but he's checkin' up from time to time. We heard a good one about Jim the other day. One of the helpers told us. The helper was the same fellow, who, a few days before, was tellin' that he pulled right smart with the Boss. He says, "I'm a good man when I'm workin' and Smith knows it, and when I want to take a day off he doesn't mind. I went to a ball game a day last week and he didn't seem to care. Never said a word. Then I was in late a couple of days. He never said a word then,either. He didn't seem to care. This same helper went to Jim for a raise yesterday, and he left Jim's office with kind of a long face. Jim wouldn't come across with the raise and the helper said he'd get through. "What did Jim say?" we asked him. And he told us that Jim said, "Go ahead and get through" and that Jim didn't seem to care.

NEW SUPERINTENDENT TRACTION LIGHT & POWER CO.

Mr. J. W. Walker has been appointed as Superintendent of the Traction Light & Power Company, in place of J. B. Shaedel, resigned. Mr. Walker is a graduate of Purdue University and came with us from the United States Steel Company, at Gary, Ind.

Unbounded success to you, Mr. Walker.

NEW SUBSTATION SAFETY DEVICE.

The Department of Power Distribution is installing a splendid safety device on the substation switchboards. A large fibre washer is being placed on the A. C. breakers, which will prevent a careless or unskilled man from grounding the circuit through his body.

HERE'S A CHALLENGE.

Editor Safety:

Kindly insert in your next issue of "Safety" that the boys of the Indianapolis freight terminal have organized a basket-ball team and challenge any team on the road.

Please address all correspondence to me as Captain of the team, at Indianapolis.

Yours very truly,
RALPH E. TEVERBAUGH.

ACCOUNTING DEPARTMENT NEWS.

Mr. Arnold Kurtz, formerly of the Remy, is now assisting Mr. Taylor in checking ticket reports. He began his new work Oct. 19th.

Miss Ruth Oemler began her duties as clerk in this Department Oct. 7th.

It has been rumored that we are losing our favorite "Ma" Vestal. What we can't understand is why she is quitting and where she is going.

The puzzle in this office is which outweighs the other, Arnold Kurtz or "Dot" Handy. A prize will be awarded to the winner of this puzzle.

Several young ladies are wishing cedar chests for X-mas. Any young gentlemen friends wishing to know who these ladies are, please ask the correspondent.

Our rate clerk, "Dutch" Thim, has a very suspicious looking eye; all swollen, red and almost a black and blue tint. Now "Dutch" 'fess up.

Cupid seems to be always up to some kind of tricks in our Department. His latest trick is a little smiling blonde and a good looking young man. For further information ask Charles and Shirley.

MUNCIE TERMINAL.

G. M. Rozelle, Correspondent.

Everyone is anxiously watching the outcome of Safety week.

Harry Clapp has a smile on his face that is very noticeable. There is a reason, he is back on the Bluffton freight.

Dispatcher Quigley has decided there are worse places than Muncie and has moved back home again.

Eldon Downes has returned again to the Union Traction fold as agent at Springport. Glad to see you back, Eldon.

Motorman New is back from an extended visit in Kentucky. He reports lots of good hunting.

Mrs. Frank Barley, wife of Conductor Barley, who has been very low at the Muncie Home Hospital, is reported as improving.

Conductor Fullhart has been absent for several days on account of sickness.

If you wish to see Clyde Lewis sit up quick, just mention the Safety First banquet.

Robert Kingsley is improving the Muncie freight house by adding a large freight platform, which the freight boys are all glad to see.

Bob Reynolds is usually considered a healthy young man, but he does like to see a football game.

SOME ANDERSON SAFETY BOOSTERS.

The above group picture of Anderson trainmen was made on the occasion of the Safety meetings held at the North Anderson Shops on October 8th, and the photograph was made immediately after the meeting. These boys claim that for good looks and many other qualifications they are second to none and far be it from us to disagree with them. Their names, from left to right are: C. J. Stanley, Division Superintendent; H. O. Roush, Instructor; John Pollard, Frank Poor, Charles Barnes, W. H. Engle, L. O. Rogers, Tom Brower, Pleasant Gooding, R. Stinson, Roy Walters, Clarence Brown, C. C. Boyle, W. H. Ostheimer, C. R. Brooks, Ray Hilligoss, John Patterson, E. Modlin, S. C. Shively, Leonard Clay, Ote. Ellingwood, H. H. Sheeley, Harry Stanley, John Hudson, H .H. Kerr and Albert Grant.

INDIANAPOLIS TERMINAL.

Lee Anthony, Correspondent.

The Indianapolis terminal will be represented in the Basket Ball world this season by the U. T. Co.'s freight office force. Captain Frank Innis has the boys on the parade grounds each noon hour. Fatty Arbuckles Reed seems to be the target for the whole squad to fire the ball at. Success to you boys-

Jess Anthony is able to be out after a severe operation for gallstones. We are glad to see him back with us.

Charles Bragg, the veteran motorman, says he can get along without teeth as well as Perry Hinshaw, as everybody knows Perry lost his by carrying them in his coat pocket.

The boys from this terminal all speak very highly of the Safety First banquet at Anderson on December 3rd.

Sam Smith says he never will go hunting with Ed. Grimes, Fred Lennon or Merritt Strahan again. He says Strahan herded the game all around to Grimes and he only scared all the wits out of it and never killed anything either. Grimes claims Strahan stole all the shot out of his shells and it was impossible to do any damage to any game.

The men at this terminal are trying to win the Safety Week banner as we have passed by very nicely. Hurrah for Indianapolis!

Count Chastyne has quit his Bluffton trips and now goes to Cicero on Sunday (?) We don't know whether he changed girls, or the girls have changed him.

Clarence Anderson says he does not like to motor on account of too small a looking glass on front of car. Wonder what he was looking for any way.

Perry Hinshaw wanted to go to church 12-5-20, but his wife would not let him. That's Perry's excuse for not going.

The wedding bells rang for Mr. Frank B. Innis and Miss Harriett Downing. Frank is our genial and handsome freight cashier. Congratulations!

Jack Plummer and his conductor, A. Vorhis, caught the first Newcastle car out the other morning, leaving at 4:15 a. m., for Willow Branch. It was so dark along then until daylight—that they sat down on the end of a tie, when they heard a hoot owl. Jack thought he was in Arkansas, and he said, "Come on Vorhis that is a wildcat—I have heard them before," and they caught the first car home.

UNION TRACTION SAFETY ORGANIZATION

GENERAL SAFETY BOARD

H. A. NICHOLL, General Manager, Chairman.
ROSS E. LUELLEN, Safety Engineer, Secretary.

E. E. SLICK, Claim Adjuster
WALTER SHROYER, Auditor.
H. R. BIERY, Purchasing Agent.
C. S. KEEVER, Supt. of Transportation.
F. D. NORVIEL, Gen. Pgr. & Fgt. Agt.
J. A. VAN OSDOL, General Attorney.
C. H. ALLEN, Real Estate & Tax Agent.
J. O. PENISTEN, Supt. Power Distrib.
M. F. SKOUDEN, Supt. Motive Power.
L. A. MITCHELL, Engr. Maint. of Way.
W. H. FORSE, JR., Treasurer.
FREDERICK L. RAY, Supt. Power Plants.

LOCAL SAFETY COMMITTEES DURING THE SIX MONTHS BEGINNING JULY 1, 1920

ANDERSON—

A. C. Bounsall, Purchasing, Safety Agent.
C. J. Stanley, Transportation.
A. J. Black, Transportation.
E. Peterson, Transportation.
F. D. Patterson, Transportation.
O. Ellingwood, Transportation.
Lester Johnson, Transportation.
I. N. Marshall, Transportation.
Ed. Carman, Power Plant.
John Clark, Power Plant.
H. C. Raines, Electrical.
M. V. Lyst, Electrical.
L. Williams, Electrical.
J. E. Hester, Motive Power.
Canby Rigsby, Motive Power.
Isaac Cox, Motive Power.
George Powell, Maintenance of Way.
Joe Young, Maintenance of Way.

INDIANAPOLIS—

W. G. Cooper, Acting Freight Claim Agent, Safety Agent.
Ed. Balliff, Motive Power.
O. Gillaspy, Motive Power.
Merritt Strahan, Transportation.
J. F. Anderson, Transportation.
C. E. Bragg, Transportation.
Gus Clinton, Transportation.
D. Crumrine, Transportation.
Ira Lake, Transportation.
Verne Olvey, Maintenance of Way.
John Hobson, Maintenance of Way.
E. H. Trusner, Maintenance of Way.
W. Ogle, Electrical.
C. A. Roberts, Electrical.
H. C. Barnes, Accounting.
Edgar Harrison, Traffic.

MARION—

W. E. Squires, Transportation, Safety Agent.
Ovid White, Transportation.
B. M. Bradford, Transportation.
Frank Terwillegar, Transportation.
Wm. Reynolds, Transportation.
Charles Brunn, Transportation.
J. E. LaFara, Electrical.
Really Davis, Electrical.
Joe Davis, Motive Power.
Dan Howell, Motive Power.
A. E. Magee, Motive Power.
Levi Ditsler, Maintenance of Way.
A. P. Meikel, Purchasing.
John A. Jones, Claim.
E. Shepherd, Traffic.

MUNCIE—

G. M. Rozelle, Transportation, Safety Agent.
Marion Harmon, Transportation.
E. T. Harris, Transportation.
Ray Springer, Transportation.
O. Stover, Transportation.
N. Boomer, Transportation.
M. Douge, Transportation.
A. W. Willis, Power Plant.
Elmer Cruea, Power Plant.
C. E. Lewis, Electrical.
M. L. Smock, Electrical.
J. A. Betts, Electrical.
John Plummer, Motive Power.
Charles Meranda, Motive Power.
W. Penisten, Maintenance of Way.
O. Feagans, Maintenance of Way.

TIPTON—

A. R. Manifold, Maintenance of Way, Safety Agent.
Harry Creamer, Maintenance of Way.
Q. LaRue, Electrical.
Frank Denny, Electrical.
Homer Marcotte, Electrical.
C. L. Gunning, Motive Power.
Oral Stuart, Motive Power.
R. H. Horton, Motive Power.
Charles Venable, Transportation.
Jesse Ogle, Transportation.
H. McCullough, Transportation.
E. Beck, Transportation.
R. Recobs, Transportation.
Charles Salyer, Claim.

JAN., 1921

SAFETY

UNION TRACTION COMPANY

— OF INDIANA —

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SAFETY

A MAGAZINE DEVOTED TO THE INTERESTS OF THE UNION TRACTION COMPANY OF INDIANA AND ITS EMPLOYES

R. E. LUELLEN, SAFETY ENGINEER, EDITOR

Vol. 6 JANUARY, 1921 No. 10

EDITORIALS

TALK—

As a means of attaining a higher degree of civilization and knowledge, the tongue with its power of speech is worth more to us than any other organ of the body. It might be argued that the ear serves a more important function, but civilization could not exist without speech; speech could not be heard without ears and so the functions of these two important organs dovetail naturally and beautifully, one largely dependent upon the other. There is much merit in the exercise of the function performed by the ear and there is much merit in exercising the function of the tongue in forming speech.

Valuable as the uses of these organs are to us however, and notwithstanding the great good their exercise may bring us, the harm they can do is almost beyond belief, if thoughtful and judicious use is not made of them.

In talking and listening to talk it is well to bear in mind these things:

1. Speech is the oral expression of a thought, no matter in whose mind the thought originated and no matter whether the thought was the result of deliberate, careful thinking or its effects, when expressed in words, might be good or bad.
2. Thoughts may be generally subdivided into three heads as follows:
   a—Constructive.
   b—Destructive.
   c—Entertaining—or idle.

In our daily life we hear the expression of some constructive thoughts. Occasionally we hear the expression of a thought that we recognize as clearly destructive. A great part of the talk we hear is merely idle talk and is usually calculated simply to entertain or pass away time. In this class of talk, however, there lurks a danger. This danger is that words spoken lightly or in spirit of jest may be taken seriously by those who listen. People, when talking idly, are prone to make assertions which will not bear the acid test of cold reason, or they may say things which may be spread broadcast and be extremely hurtful by reason of their being repeated.

You and I, Mr. Traction Man, will be using rare discretion if we weigh our words carefully before we speak them and weigh carefully words we hear spoken, that we may judge that which is idle talk and which should be "let go in one ear and out the other,' while we try to retain in our minds that which is good and constructive.

TRAINMEN, DO YOU DO THIS?

One evening a certain train crew on a car which was running as first section of a train observed that the motorman on the foling section was running his car too close to theirs for Safety and when the first section reached a reporting point, they stopped and reported to the dispatcher that the second section was following too closely for Safety. The dispatcher gave the second section orders to stay back and a bad wreck possibly was averted. The law is that sections must not run closer than 3,000 feet in the country and this is a rule that must not be overlooked.

On one occasion a crew on the second section of a train observed that the red markers on the first section were not being displayed and this crew called the dispatcher, who in turn was able to order these markers displayed and again a condition was corrected which might have caused a bad wreck.

In the spirit of safe operation any employe who observes any such condition as the above, which might become the cause of a wreck or accident should at once report the matter to the proper persons to have the condition corrected.

Let's keep a watchful eye for all such things!

This is the slipping season. Watch YOUR step.

Keep ice off steps and platforms. Tell passengers to watch THEIR steps.

—Courtesy Buick Motor Co.

SOME THINGS THE POWER PLANT DID IN NO-ACCIDENT WEEK

Editor Safety:

You will no doubt be interested in the work that has been carried on during the past week in the Power Plant Department in the interest of SAFETY. Every day this week except Monday three was something doing.

Several days before the beginning of the NO-ACCIDENT WEEK contest a personal letter was sent out to each of the men in this department as given below:

"My Dear Co-worker:

Beginning next Sunday, November 28th, and running for exactly one week, will be NO-ACCIDENT WEEK. See posted bulletin for details of the plan.

WE MUST NOT have an accident during this week, and to accomplish this result there will be required the unanimous cooperaton of every bloomin' soul of us.

LET'S ALL BE VERY CAREFUL.

DO NOT GET HURT YOURSELF AND BE SURE THAT YOU DO NOT HURT YOUR FELLOW WORKER.

CONSTANT WATCHFULNESS, every hour will be necessary to win the prize.

EARNEST THOUGHT, all the week, will help to carry our banner through triumphantly.

TALK TO YOUR FELLOW WORKER ABOUT THE PLAN, and watch over him constantly so that there will be no harm come to him.

YOURS FOR NO-ACCIDENT WEEK,
Supt. of Power Plants."

Our daily meetings were held in the pipe shop with an average attendance of about thirty-five men, in fact every man that we could spare from his work was in these meetings and at times some of the track men and some of the men from the Electrical Department were with us. On Tuesday H. V. Wallace talked to us on SAFETY WORK ON STEAM ROADS. On Wednesday Frazer Conboy talked to us on THE ACCIDENT RECORD OF ANDERSON PLANT FOR THE PAST YEAR. On Thursday John Smith talked to us on PROTECTION OF THE EYES, or THE IMPORTANCE OF WEARING GOGGLES. On Friday Jake Vance read a paper on THE VALUE OF SAFETY WORK, and on Friday night H. V. Wallace talked to the night

men on THE HAZARDS IN CONSTRUCTION WORK. On Saturday W. A. Ashba talked to us on THE JAYWALKER. On Sunday a joint meeting was held between the Power House men and the shop which was attended by about fifty men, at which time W. Richards talked upon the subject of TAKING A GAMBLER'S CHANCE. Mr. Hester and Joe Wood from the shop also spoke at this meeting. The following song was rendered by special quartet:

SAFETY FIRST

Tune of "Come Thou Fount of Every Blessing."
By Frederick L. Ray.

Come Thou, thought of Safety First,
Tune our hearts to sing thy grace's
Streams of mercy, never ceasing,
Call for songs of loudest praise;
Teach me some undying lesson,
Wrought by trials of this life;
Prase the thought, I'm fixed upon it,
Thought of thy protecting care.

Here we'll raise our Safety banner,
Hither by thy help we'll come,
And we hope by thy assistance,
Safely to arrive at home;
Safety First sought me when a stranger,
Wandering in the depths of pain,
And, to rescue me from danger,
Interposed with this great plan.

Oh to Safety First how great a debtor,
Daily I'm constrained to be;
Let thy goodness, like a fetter,
Bind my wandering thoughts to thee;
Prone to wander, knowing danger,
Prone to leave the home I love,
Here's our thoughts, oh take and seal them,
With thy mandates, Safety First.

On Sunday night at 9:00 p. m. the last meeting of the series was held and a talk was given by S. C. Bennett and C. C. Cox on the subject of TOO MUCH SPEED AT THE WRONG TIME.

All together these meetings have been very interesting and developed considerable speaking talent among our men, and there is no question but what great good has been done and the lesson brought home to many men in regard to safety work that they will not soon forget. Our plans are to have some kind of a meeting for a few minutes once each week at which time safety work will be called to the attention of the men.

We have canvassed the situation with all of the plants, Anderson, Eaton and Winchester, and we find that there has not been a scratch to any man during this whole week, therefore, the Power Plant Department **claims 100% efficiency** in SAFETY work.

Yours very truly,
FREDERICK L. RAY,
Supt. of Power Plants.

DEATH OF MRS. J. F. ANDERSON

The many friends and long-time acquaintances of Mr. J. F. Anderson, motorman on the Broad Ripple line, have felt a very deep sympathy for the bereavement of Mr. Anderson and children by reason of the death of Mamie B. Anderson, wife and mother. Mrs. Anderson passed away on November 15, 1920, leaving four children, one daughter and three sons, mourning the loss of her loving guidance and motherly companionship.

Mr. Anderson has been connected with this company for many years as a motorman and has fairly earned the high esteem in which his services are held. "Pop," as the boys lovingly call him, has given good and fatherly council to many a younger man which was worth a great deal to them, and we friends of Mr. Anderson are glad to voice our sympathy for the loss of his good and worthy helpmate.

FORETHOUGHT AND SAFETY

By John E. Hancock.

On the morning of December 31st, Iglehart, Mills and Cunningham, on Newcastle Freight, lost their trolley before break of day. Owing to a heavy, dense fog, they could not see what damage, if any, had been done to the trolley wire. They flagged the passenger train and reported what had happened. It was hard to locate in dense fog, but they found the trolley pole suspended in the air in center of trcak held by the trolley rope, one end wrapped around mast arm. The trolley wheel was directly in front of center vestibule window; result was that it all caused the passenger train to be late, but it arrived safely without damage to car or injury to person. This is another proof of the old adage or saying, "Better be late that sorry." Thanks to the crew for their good work and carefulness.

(Editor's Note:—The above is regarded a splendid recital of an actual, successful effort toward Safety First. It's the kind of a story we like to print. Can't you send in a similar one?)

Be kind to all and They'll be kind to you.

TRACK CONSTRUCTION ON PAVED STREETS

By L. A. Mitchell, E. M. W.

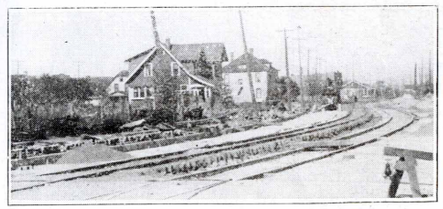
There has recently been put in operation the second piece of new track which we have re-constructed this year, that is, the one on College Ave., extending from 46th street, north to the Indianapols City limits. The other piece was on South Walnut street, Muncie, extending 2,000 feet south from Willard street, including the passing track.

It seems rather superfluous to describe this type of construction which has been in on this property for the last three years, but it may be there are some people who do not know the details of this modern type of construction.

This type is designated as solid concrete with steel ties. The steel ties are 4 inches deep and we prepare the sub grade of 4 inches below the steel ties and then put in the concrete 7 feet wide which encases the steel tie and the base of the rail, the concrete extending 2 inches up on the 7-inch 91-lb. rali. The steel and concrete form practically a reinforced concrete beam and all the stresses caused by the operation of the cars as well as the vibration are transmitted to the concrete thru the steel ties and from the concrete into the foundation which is the earth of the street. By this type of construction a foundation of sufficient area is formed to carry a load of our heaviest car, together with their live load, which as far as can be forseen, reduces the life of the track to the life of the rail itself; that is, the amount of wear on the rail due to the operation of the cars.

This long life, however, is dependent almost entirely upon the constructon of the jonts, because when hammering commences on the joints, then the track structure is going to deteriorate at this location and renewal is necessary long before the time the rail is actually worn out. Steel ties are put directly under the joints and the bolts in the joints are 1⅛ machine bolts, the same size as the hole in the joint bar and the rail, making what is called a driving fit bolt, as it is absolutley necessary to drive these bolts into place. In this way, the driving fit bolt and the supported joint on the steel tie we have a joint that does not move in any way when cars pass over it. Another feature of this joint is, that no allowance is made for expansion or contraction due to change in temperature, as there is not enough of the rail exposed in the paved street to make this necessary, which is just the opposite condition of what is necessary on the open track out thru the country. The joint bars are also welded to the rail and every few steel ties the rail is welded to the tie. The welding of the joint bar slightly increases the strength of the joint and materially increases the bonding and the bonding is also bettered by the occasional welding of the steel ties to the rail.

Rather a new feature has been worked out in the paving between rails in the last couple of years which is just the reverse of what it was. Formerly it was the practice to crown the brick between rails for the purpose of shedding the water from the track. Recently we have been depressing the brick between the rails nstead of crowning them. This throws the water to the center and takes it away from the rail so as to allow just as little water as possible to get into the flangeway and next to the rail. Regardless of how good your construction is the vibration due to the operation of cars will break the bond between the rail and brick and some water will get down along the rail, and if the temperatures are low enough will freeze and tend to break the pavement, hence, the reason for getting the water to the center of the track



New track construction at 47th Street and College Ave., Indianapolis.

instead of to the rails, reducing to a minimum the amount of water coming in contact with the rail. Incidentally this depression in between rails conforms to the contour of our track drain very much better and allows the water to get into them much better than when crowned.

Formerly, when this type of construction was first started in this locality, the cost was about $5.00 per foot of track; now, due to increased cost of labor and material, the cost is from $8.00 to $10.00 a foot, depending on local conditions, so it will ge seen that it costs real money to put down this first-class track and we are only able to do it in small amounts from year to year, but we hope eventually to get over our bad pieces of track and have them all re-constructed so that we can forget them, as far as maintenance is concerned, for several years.

WHO IS THE BOSS?

"Who is the Boss?
"The stockholders of the Company?"
"No."
"The Department Head?"
"No."
"Who is then?"
"Why it's the **Patron.**"

Knock your best work friend—the Gong.

ONE ON SCOTT GREEN!

They slipped us this story the other day at the shops about Scott Green hunting Glenmarshall. It seems that Scott, who has not been out in the country much in his time, was motoring from some distant seaport toward Anderson. Maybe he was coming from Richmond, but that doesn't matter; anyway the party of which he was a part discovered that they were lost in the wilds of Henry County, somewhere between Newcastle and Anderson. Where to find a town of any kind, they did not know. Finally they saw a sign with an arrow on it which read "Four miles to Glenmarshall." They breathed a sigh of relief. At last we'll find a town," they exulted," and we'll find our way on from there." The next sign read "Three miles to Glenmarshall" and the next one "Two," finally they reached one which declared that Glenmarshall was but one mile away and from that point they could see electric lights. "I didn't know there was a place called Glenmarshall so big that they had electric lights," said Scott. However, they drove on into town, "Why this looks like Middletown," they exclaimed. "Sure enough it is and right up there is Glen Marshall's Insurance office."

OH, YOU MIKE!

"Mike" Graston, who is "millionairing" in Florida this winter, has demonstrated that he is a connoiseur of picture post-cards by sending the card reproduced in minature below to Frank Gibson, Freight Agent, at Indianapolis. Our one regret is that we cannot reproduce the card picture in all its brilliant colors; however, we have no doubt that the beautiful word pictures Mike will paint for us when he returns will be even better than the most highly colored photograph.

The following note was written on the "address" side of the card:

"Dear Frank:

"Arrived all 'O. K.'. Nicely located at 312 E. Francis Ave. Will get out in a few days and see the wonderful sights. (Get that?) Thanks for Magazine sent me. Love to all.

"Yours, M. E. G."

Mike's "Peaches."

ARE YOU A GAMBLER?

(Paper read at Safety meeting at North Anderson Power Plant)

By W. Richards.

You'll probably answer, "No." You'll emphatically declare that you never risk your money on games of chance. That, however, does not give you a clean "bill of health," on he gambling question. The most dangerous, careless, unmindful, reckless gambler of all, is he who gambles, with his and the public's future. Are you staking those precious things, banking on your luck that the "dice of fate" will not turn aganst you? Are you gambling that the next throw will not bring you death, or your carelessness bring death or suffering or heart aches to some man, woman or child? THINK! Avoid accidents! Don't gamble with fate —The dangers fall on thousands of heads every day. Everyone of us, big, little, young and old, may be gamblers, not on our money but on our lives, by taking chances through our daily life by dashng across a street, crossing, or railroad without even lookng on either side for on-coming automobiles, cars or trains. When you fail to look for on-coming dangers you not only imperil your own self, but sometimes others as well. you, while you are dearly loved by them, you, while you are readly lovde by them, at home waiting your safe return. Possibly you fail to guard against dangers, and are run down, killed or crippled in some way or other; then you are putting your dear ones at home in peril. They grieve for your loss or misfortune, the little ones gather around you with aching hearts, wishing you a speedy recovery, but at the same time you are off from your work and cannot care for them as you did before. Then is when you should at once see the bright side of life and thereafter try and be careful, but after you are once hurt it is too late then, for the work is done until you are able to start over again. We should **"watch our step," be carfeul,** and bear in mind that Safety Pays First of all.

APPRECIATION

(Editor's Note:—The shop employes contributed to a very generous purse which was presented at Xmas to Mr. Evan Sample and family. The following but feebly expresses their appreciation.)

Anderson, Ind., Jan. 1 1921.

Editor Safety:

Would thank you very much if you will put the following card of thanks in the Safety Magazine:

> Evan Sample and family desire to thank the employes of the U. T. Co. very cordially and sincerely for their generous remembrance of them at Christmas, and also for their many acts of kindness during the illness of Mr. Sample.
>
> Evan Sample and Family.

THEY KNOW THE BEST WAY TO GO

The above is a picture of the Wholesalers' Branch of the Commercial Club of Indianapolis, snapped at Pendleton by Mrs. Teague, our live and wide-awake agent there. The names of the men are not known to the editor but it is clear that they are certainly a "boostin' bunch", and the fact that they chartered a special car to go to the cities on our lines and boost business, verifies the impression one gets by looking at the picture, that they are a mighty sensible collection of men and we hope the expedition bore fruit in increased business for their firms. The motorman in charge of the car, John Long, is shown standing on the truck at the right.

THE MANUFACTURE OF STEEL

(By George Swanton)

In the Youngstown Sheet and Tube Bulletin

The manufacture of iron by the puddling process differs from its production in a blast furnace in the fact that at no time is the metal exposed to contact with the fuel. It is an oxidizing process, resembling in some respects that of the open-hearth, and the raw material is fused by heat from a flame passing over it, after being placed on a specially prepared hearth. This method is taken in order to prevent the metal from taking up impurities in the fuel as well as because it permits fusion at a lower temperature than usual in either the Bessemer converter or the open hearth. Puddling is a refining process and its product is malleable iron with special qualities obtainable up to this time by no other method.

The Youngstown Sheet & Tube Company operates 25 double puddle furnaces, equipped with waste heat boilers. Furnaces of this type require a forced blast to burn the fuel, which is coal, with sufficient rapidity to force a steady flame over the metal and permit its increase or reduction as the operators may desire, but they conserve for other purposes much heat that would otherwise be wasted.

The first step in puddling is known as "making bottom and fixing." The second is charging. Next comes melting the charge. This is followed by the addition of oxidizing elements, usually selected scale. The next step is to agitate the bath, and the last step is to form the metal into a plastic ball and to draw it from the furnace.

Puddlers Work in Pairs.

Puddlers work in pairs, two men to each side of a double furnace. After the heat is charged into the furnace, one man attends to the firing, which means looking after the draft and keeping the flame in the right condition, at the same time turning the pigs so as to expose them as much as possible to the heat. This must be done at least twice in each heat. When the metal has been melted enough to run over the bottom of the furnace, it is then "worked," the puddler using a "raising hook" and working the iron from the bottom to get a uniform heat. This is known as "pulling in the heat," and one of its purposes is to keep the pieces not yet melted constantly moving and exposed to the flame until they are uniformly soft-

ened.. While this is done by one man, the other looks after the firing. When the "pulling" is done, the excess silicon, manganese and other impurities in the iron have been removed and the carbon unites with the oxygen in the slag forming carbon monoxide, which bubbles to the top and burns in short blue flames, known as "puddlers' candles." The appearance of these candles indicates the approaching completion of the melt, and at the proper time a quantity of scale is charged into the furnace, the blast having been slackened in the meantime. This scale chills the mass and thickens it to the consistnecy of very stiff paste.

The blast is then increased to its full pressure and the heat brought to what is known as "the boil." This stage requires continuous stirring or agitation, which brings the scale and iron from the bottom to the top, releases the carbon and other gases sealed up in the mass when it thickened, greatly increases the volume of the charge and causes the cinder to rise to the top and flow through an aperture in the furnace doors, where it runs into a vessel provided for its reception. It is through this aperture that the puddler works the heat with his rabble and puddle.

Iron Is Spongy.

When the boiling stage is completed, the iron is in a spongy condition. It soon changes again, however, and, as the iron is separated from the slag evolution of gases ceases and what puddlers call "the drop" occurs, both the level of the bath and the temperature falling, and the iron becomes homogeneous rather than spongy. It is still semi-fluid, however, and the puddler then works it rapidly back and forth from one bridge to the other bringing that in the bottom to the top and endeavoring to have the whole mass again heated uniformly in the flame of the furnace. When he can no longer force his puddle tool through the iron, he begins what is called "turning." This consists of turning the mass bottom up and breaking open any lumps formed so that the excess carbon will burn out of them. The heat is usually turned twice, after which the carbon is reduced sufficiently to permit "balling."

This is the last and most important stage, requiring much skill in regulating the heat. While it is going on the puddler must gather the iron in such a way that the "ready" portion is always placed on the inside, while that which is not so cleared of carbon remains on the outside and is saill exposed to the flame. Several balls will be made from one heat, and when all are ready they are taken from the furnace to the "squeezer," where the excess slag is squeezed out and ball given the shape of a rough slab, so that it can be run through the muck bar mill.

A temperature of about 2,350 degrees Fahrenheit is required to melt the charge in a puddling furnace, but the temperature varies considerably at different stages of the operation. The process requires about 1¾ hours for each heat, and approximately 1,200 lbs. of iron are produced during that period.

Up to this time the puddling process is carried out only by hand, no mechanical contrivance having as yet been perfected that will produce satisfactory results. Such a process seems probable in the near future, however, and a company has been organized in Youngstown to install machinery for this purpose which is said to have proven successful.

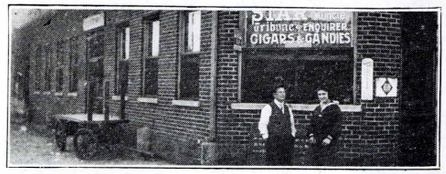
SHORT FURROWS

By Abe Martin.

"Two o' th' leadin' industries o' this country t'day that are workin' three shifts is th' fillin' o' cemeteries an' huntin' amusement. Let us pass o'er our madness fer bare shins an' jazz an' take up th' grim reaper's activities," said Dr. Mopps this mornin'. "Up t' now, this year, so it is stated, ten thousan' lives have been snuffed out by reckless automobile drivers. Ever' town an' city in th' country is wrestlin' with th' traffic problem, 'specially cross roads towns. Human life is weighed ever' day in th' balance agin the gain of a minute or two by some dry cleanin' delivery truck or belated business man or some roughneck taxi driver or quick tire service speeder. Ther' haint no safe zone 'cept bein' home in bed or settin' on a fire plug. We don't believe it's worth while any more t' appeal t' drivers or make laws. We must appeal t' th' pedestrian in a last vain effort t' stop th' annual slaughter. If you are walkin' t' work keep head erect an' focus your eyes at least a block ahead. Occasionally look behind you. Keep your ears bored out an' uncovered. If you overtake an acquaintance treat him civilly, but keep your mind on th' business o' gettin' safely t' where you're goin.' Don't let any subject—any excitement along th' street take your attention off th' horizon. Don't take it fer granted nothin's liable t' pop out o' th' alley jest ahead. Ther's where th' Ford fools so many of us. Don't feel a sense o' security 'cause you're on th' sidewalk. Ike Mapes' niece wuz killed by a Ford while lightin' th' hall lamp a few nights ago. Never look at your watch while crossin' a street. Let women alone till you git safely on th' sidewalk. Allus waive your rights even in favor of an electric. Count that day won when you finally get tucked away in your bed. Never take your business or family affairs out on th' street with you. Make it your urgent personal affair t' keep from gittin' killed while in th' open. If you drop a mackerel or some rice while crossin' th' street remember ther's more where they came from, but you have only one life t' give. Th' lamentable unconventionality o' women's styles has brought many a poor feller t' an untimely end an' we show no signs o' becomin' used t' 'em. They confuse both pedestrian an' driver. If we could only remember that we're walkin' t' git some place an' make that our sole business—if we could only remember that ther's nothin' new about girls' shins an' wishbones, how much it would contribute t' keep th' death rate down t' normal. Let's quit cursin' th' auto an' swearin' at drviers an' talkin' about new laws an' traffic rules an' decide t' stay on one side o' th' street or th' other. Ther's lots o' dangerous professions—railroadin', minin', aviatin', steeple climbin', actin' as rear admiral on a nitroglycerine wagon an' stump blowin', but who ever dreamed that crossin' th' street t' th' pustoffice would ever be classed as a hazardous occupation?"

FORMER UNION TRACTION MAN MEETS DEATH

A. E. Moore, known to a host of friends as "Alva," was a passenger in an automobile near Aberdeen, South Dakota, when it was overturned and he sustained injuries which caused his death a few hours later. The accident occurred on the morning of December 24th, as he was on his way to Chicago to attend a reunion of his family and the sympathy of their many friends is all the more deepened by thought of the anticipated joy which was thus turned to grief. The remains were brought to his parents' home at Summitville where the funeral was held on Tuesday, December 28th, and interment was held at Summitville.



DUNKIRK STATION AND OFFICE FORCE

The agent at Dunkirk, Claude McDonald, and his assistant, Miss Mabel Burrows, are here shown in front of their station. That they are careful to keep the baggage truck near to the building and off the street is shown by the location of the baggage truck. We are not advised, but we believe they are the hustling kind of agents who are ready to meet the cars when they arrive and help the crews to be quickly on their way and thus help them to run safely and save all the power possible.

It is more worth while to take pains to be agreeable to those under you than to those over you. Neither fawn nor growl.—Forbes Magazine.

NEW FAST THROUGH SERVICE BETWEEN INDIANAPOLIS AND FT. WAYNE.

On Sunday, January 16th, there was inaugurated fast through service between Ft. Wayne and Indianapolis, via Anderson and Peru. Through the newspapers the public was invited to submit names for the new trains, but at the time of going to press no selection had been made though probably a hundred names had been submitted.

These new trains are scheduled to leave the various points as shown below.

Via Anderson:

Lv.	Ft. Wayne	6:30 A. M.
	Muncie	8:30 A. M.
	Anderson	9:00 A. M.
Ar.	Indianapolis	10:20 A. M.
Lv.	Indianapolis	5:00 P. M.
	Anderson	6:20 P. M.
	Muncie	7:00 P. M.
Ar.	Ft. Wayne	9:00 P. M.

Via Peru:

Lv.	Indianapolis	7:00 A. M.
Ar.	Peru	9:30 A. M.
Ar.	Ft. Wayne	11:10 A. M.
Lv.	Ft. Wayne	5:20 P. M.
Ar.	Peru	7:00 P. M.
Ar.	Indianapolis	9:30 P. M.

Two through trains were also put on via Anderson. The time of these trains follows:

Lv.	Indianapolis	7:00 A. M.
Ar.	Ft. Wayne	11:50 A. M.
Lv.	Ft. Wayne	12:00 Noon
Ar.	Indianapolis	4:45 P. M.

The limited train leaving Indianapolis at 7:00 P. M., via Anderson, runs only to Bluffton and that one leaving Indianapolis at 9:00 P. M., via Anderson, only runs to Hartford City.

To take care of the commuter business between Muncie and Eaton a train will leave Muncie at 6:30 A. M. and arrive at Eaton at 7:15 A. M. A train will leave Eaton at 7:15 A. M. and arrive at Muncie at 7:50 A. M. This train will run daily, except Sunday.

A WORTH-WHILE PRAYER.

Editor Safety:

Below please find copy of prayer of our day oiler, Mr. J. W. Hopkinson, one which it would be well if every employe of our Company would make each morning and do it sincerely.

"Hop," as we call him, recites this little prayer every morning before beginning his day's work:

"Now I start my daily work, I pray the Lord I may not shirk; and if I die before 'tis night, I pray the Lord my work is right."

Very truly,
J. E. HESTER.

"MA" VESTAL

By Margaret Coburn.

M is for Mother who has left our midst,
A is for Affection which we surely have missed,
V is for Vanity of whch she has none,
E is for her Endeavor to help every one,
S is for the Service she gave her employer,
T is for Troubles we hope she'll never take to a lawyer,
A is for Adorable for she is so good,
L is for Love that changed her name to Kirkwood.

ACCOUNTING DEPARTMENT ITEMS

By Margaret Coburn.

Another one of our Get-Together meetings was held in this office on Friday evening, December 10th, in honor of "Ma" Vestal, who was leaving the service the following day. Mr. Walter Shroyer, Auditor, acted as toastmaster for the evening and after the "eats" gave us a short talk and presented "Ma", in behalf of the accounting department, with a half dozen sherbert glasses and half dozen silver teaspoons as a token of appreciation of her work and fellowship. Mr. Shroyer called on Tudor Jones, chief clerk, for a talk on "The Trials of a Married Man." Tudor seemed to be well fitted for this topic. Next, Henry Barnes, traveling auditor, was asked to talk about the "Disadvantages of Being a Married Man." Henry said the greatest disadvantage was having a jealous wife at home. Rollin Long, traveling auditor, was to give a talk on "The Advantage of Being a Single Man," but Rollin couldn't see where the advantage was because he was taken to be a married man most of the time anyway. Irene Zimmerman, our timekeeper, gave her views on "An Ideal Husband." Several were called on to give short talks with similar subjects and all proved interesting.

The "eats" were served in picnic fashion and the committee in charge did all in their power to see that no one went home hungry and I'm sure no one did unless it happened to be Walter Shroyer, who is said to be the smallest eater of the "bunch." About fifty attended, including all the men's families, besides the office employes.

INDIANAPOLIS TERMINAL

Lee Anthony, Correspondent.

Mr. and Mrs. M. E. Graston are spending the winter at Tampa, Fla. By the way, Mr. Graston, if you send many more of those post cards of the Florida Peaches on the beaches, there is going to be a decrease in Indianapolis population, especially around the I. U. T. offices.

The boys at the Indianapolis freight office are curious to know whether this basket ball team that Henry Barnes speaks of at Anderson are afraid to meet their team or are just naturally bashful.

We wonder what excuse Merrit Strahan has for going up to Greentown for a couple of days. It looks as though, after the Greentown marshal had to give up those two prisoners to the Kokomo officials but kept the white mule, that Merritt was trying to get acquainted with the marshal.

Sam Innis is having trouble with one of his knees. Rheumatism is Sam's closest friend right now.

We are glad to see Mrs. Reed's pleasant countenance with us again, in the Freight Claim Dept. She will be a big help to that department as she was with Mr. Balfour, Mr. Morris and Mr. Graston in same office.

Conductor Ed (Hiram) Johnson is having a tussel with scarlet fever. Hope to see him out soon.

If some one can find out why Marshall West, the agent at Maxwell, parts his hair in the middle here lately, he will confer a favor on us by letting us know.

Since they have put in another machine at Hunter's sub we are going to see that Wm. Kaster gets two alarm clocks instead of one.

We are sorry to hear of the death of H. P. Leiper's mother, who was buried on January 3rd. She had been ailing for some time but her death was rather sudden and a shock to her many friends. Mr. Leiper has the sympathy of all the U. T. employes.

Accounting Department "Picnic."

PARTIAL REPORT.

First Employer: "Help is certainly scarce these days. We can't get girls to work in our factory for love nor money.

Second Employer: "Well, we're in the same fix, but so far we've only tried money."
—Cornell Widow.

MUNCIE SHOP FORCE

When it comes to taking precautions for Safety of themselves and the public and getting lots of good work done in a given period of time, the Muncie Shops employes will not admit that anybody "has it on" them. Their names follow: Top row left to right, Wm. Kirkman, Clark Pearson, J. O. Cole, J. Plummer, Thos. Carroll, Elmer Bales, Arthur Johns, John Smithson, D. J. McCullough, L. C. Shinn, Chas. Meranda, Nora Goffney, Mrs. F. Connelly, May Burnes, Frank Bowers, S. S. Norman, H. Richman, H. J. Burnes. Bottom row, sitting, left to right, J. M. Bailey, Dent Childs, H. Crill, Alfred Shinn, O. Price, Chas. Lopeman, E. Allison, Ray Lowden, E. Prall, A. R. Smith, R. Turner.

MUNCIE NOTES

G. M. Rozelle Correspondent.

Conductor Wm. Strohl on the Muncie-Portland division, is on duty again after being absent several days on account of serious illness of Mrs. Strohl.

Conductor Howard Brown has been confined to his home with a severe attack of tonsilitis.

Mr. Clyde Lewis, Division Electrician, claims to have less power and telephone trouble than any division on the system, but in the face of that statement is burning more midnght oil than any man in his department. The boy's name is Lyle. Mr. Lewis has the advantage of some folks; his troubles at least have a name.

Conductor Harris thinks he is as good looking as W. G. Cooper, but I don't think they patronized the same dentist.

Conductor "Red" Clark has been on the sick list for several days. His friends can't decide what is the cause of his sickness. It mght be freight work or high living.

BROAD RIPPLE

O. Gillaspy, Correspondent.

Davy Seal was called to the southern part of the state on account of the death of his uncle.

Frank Atkins had to take a few days off on account of his eyes. He says since passengers are loading on at the front entrance that he has to strain his eyes very much to see all the ladies getting off at the rear.

Chas. Warren has been off from his work for about three weeks on account of sickness. He expects to be back soon. Here's hoping he will.

Hurrah, Conductor Springer is the proud daddy of a bouncing baby boy. Another box of cigars.

Since the ten-cent fare has gone into effect on the Broad Ripple line some of the conductors are having considerable trouble explaining why they are so late getting home for supper.

A. Nelson was called home last week on account of the serious illness of his mother with pneumonia. He arrived home in time to talk to her before she pasjsed away. All of the Broad Ripple trainmen extend their sympathy.

If anybody has any turnips for sale, will you kindly apply to Mr. John Woodard, he will contract for all you have. Night shop force.

Everybody has been wondering who the new motorman is on the Broad Ripple line —someone discovered that Chas. Bragg has a new set of teeth.

George Dugan after visiting a week at Terre Haute, is able to work again. Everyone was afraid he might overdue himself living on country menus.

UNION TRACTION SAFETY ORGANIZATION

GENERAL SAFETY BOARD

H. A. NICHOLL, General Manager, Chairman.
ROSS E. LUELLEN, Safety Engineer, Secretary.

E. E. SLICK, Claim Adjuster
WALTER SHROYER, Auditor.
H. R. BIERY, Purchasing Agent.
C. S. KEEVER, Supt. of Transportation.
F. D. NORVIEL, Gen. Pgr. & Fgt. Agt.
J. A. VAN OSDOL, General Attorney.
C. H. ALLEN, Real Estate & Tax Agent.
J. O. PENISTEN, Supt. Power Distrib.
M. F. SKOUDEN, Supt. Motive Power.
L. A. MITCHELL, Engr. Maint. of Way.
W. H. FORSE, JR., Treasurer.
FREDERICK L. RAY, Supt. Power Plants.

LOCAL SAFETY COMMITTEES DURING THE SIX MONTHS BEGINNING JAN. 1, 1921

ANDERSON—
A. C. Bounsall, Purchasing, Safety Agent.
C. J. Stanley, Transportation.
Wm. Wechsler, Transportation.
Steven Hair, Transportation.
Harry Hawkins, Transportation.
Howard Smith, Transportation.
Ira Baxter, Transportation.
O. L. Rogers, Transportation.
F. Conboy, Power Plant.
F. V. Bone, Power Plant.
J. Almond, Electrical.
George Cooper, Electrical.
J. E. Hester, Motive Power.
John L. Norris, Motive Power.
Peter Roemer, Motive Power.
George Powell, Maintenance of Way.
Ben Gross, Maintenance of Way.

INDIANAPOLIS—
W. G. Cooper, Acting Freight Claim Agent, Acting Safety Agent.
Merritt Strahan, Transportation.
Frank Gibson, Transportation.
Sam Smith, Transportation.
Sam Innis, Transportation.
Frank Atkins, Transportation.
O. D. Harvey, Transportation.
Ed. Bailiff, Motive Power.
O. Gillaspy, Motive Power.
E. Mills, Electrical.
W. A. Gibson, Electrical.
Albert Murphy, Maintenance of Way.
James Durham, Maintenance of Way.
E. R. Bryant, Maintenance of Way.
H. C. Barnes, Accounting.
Edgar Harrison, Traffic.

MARION—
W. E. Squires Transportation, Safety Agent.
Wm. Zimmerman, Transportation.
Albert Gray, Transportation.
Thomas Reed, Transportation.
Roy Ramer, Transportation.
T. B. Boxell, Transportation.
A. W. Pawnell, Motive Power.
Grant Gray, Motive Power.
Tilford Turner, Motive Power.
Grant Bedwell, Electrical.
Harry Knopp, Electrical.
D. B. Babb, Maintenance of Way.
A. P. Meikel, Purchasing.
John A. Jones, Claim.
E. Shepherd, Traffic.

MUNCIE—
G. M. Rozelle, Transportation, Safety Agent.
Ed Scranton, Transportation.
E. J. Mooreland, Transportation.
Ernest Hunt, Transportation.
Frank Boots, Transportation.
J. E. Journey, Transportation.
J. R. Wilson, Transportation.
W. H. Younts, Power Plant.
Henry Able, Power Plant.
C. E. Lewis, Electrical.
B. Fields, Electrical.
Eldon Downs, Electrical.
Charles Meranda, Motive Power.
E. A. Kenneth, Motive Power.
John Smithson, Motive Power.
V. Barrington, Maintenance of Way.

TIPTON—
A. R. Manifold, Maintenance of Way, Safety Agent.
Charles Venable, Transportation.
Claude Massey, Transporattion.
John Gifford, Transportation.
O. Lee, Transportation.
C. H. Ellis, Transportation.
Q. LaRue, Electrical.
R. E. Sellers, Electrical.
J. H. Maughans, Electrical.
C. L. Gunning, Motive Power.
Bernie Lewis, Motive Power.
Marion Roush, Motive Power.
John Richeson, Maintenance of Way.
Charles B. Salyer, Claim.

FEB., 1921

SAFETY

UNION TRACTION COMPANY
OF INDIANA

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SAFETY

A MAGAZINE DEVOTED TO THE INTERESTS OF THE UNION TRACTION COMPANY OF INDIANA AND ITS EMPLOYES

R. E. LUELLEN, SAFETY ENGINEER, EDITOR

Vol. 6 FEBRUARY, 1921 No. 11

EDITORIALS

POPULARITY—

Being a lover of dogs, perhaps I pay more attention to them than the average person. Their characteristics appeal to me rather strongly and I cannot at times help thinking hom comparable in some respects the natures of dogs are to men's.

In our town there is one dog in particular that lounges about on the streets, warming himself in sunny spots in the winter and seeking the cooling shade in summer. Most people pat his head, snap their fingers, or chirrup at him. All call him by name, for it is known to many. He is everybody's dog and nobody's dog and nearly everybody likes him. In other words he is popular.

Then my thoughts revert to another dog, which I know equally well, that is seldom found off the premises of his master. This dog does not possess a particularly amiable disposition. He is very likely to show his teeth at an intruder and tramps give him a wide berth.

The natures of these two animals illustrate well the differences in the natures of men. Popularity may be had at a very cheap price and the price is merely always being amiable, always agreeing with the views of anybody on any subject, by never seeking to impose one's will or rules of proper conduct upon another, by agreeing with the "knocker" as well as the "booster," by shutting one's eyes and ears and winking at that which is wrong and destructive; in other words, by "letting everything and anything go." Persons anxious to be extremely popular are destructive to the morale of any organization.

The traffic policemen on the corners who insist that traffic rules be obeyed, will not be popular with the drivers who want to "cut corners" and violate other rules of traffic. The mayor of a city who insists that laws be obeyed will not be popular with the crooks and lawless element. The head of department, foreman, superintendent or any other person in whose hands authority rests and must be used to the end that the conduct of all be properly regulated toward a good end, will not be popular with carelss, reckless, rule-hating employes.

But the large majority of those who realize how necessary is discipline and observance of rules will respect and give credit to the man or men who have the unpleasant, though very necessary task of requiring of their fellowmen the observance of rules. The man who would succeed and have his organization be successful, must have a skin thick enough to withstand the tiny barbs of criticism by persons of little consequence, along with a mind keen enough to see the good that will eventually be the fruit of his insistence, together with a will strong enough to guide him straight to the goal.

The amiable dog may be popular, but he is of very little use to the world; the vigilant watch-dog may be unpopular, but he becomes extremely useful when intruders would carry away his master's valuables or harm his family.

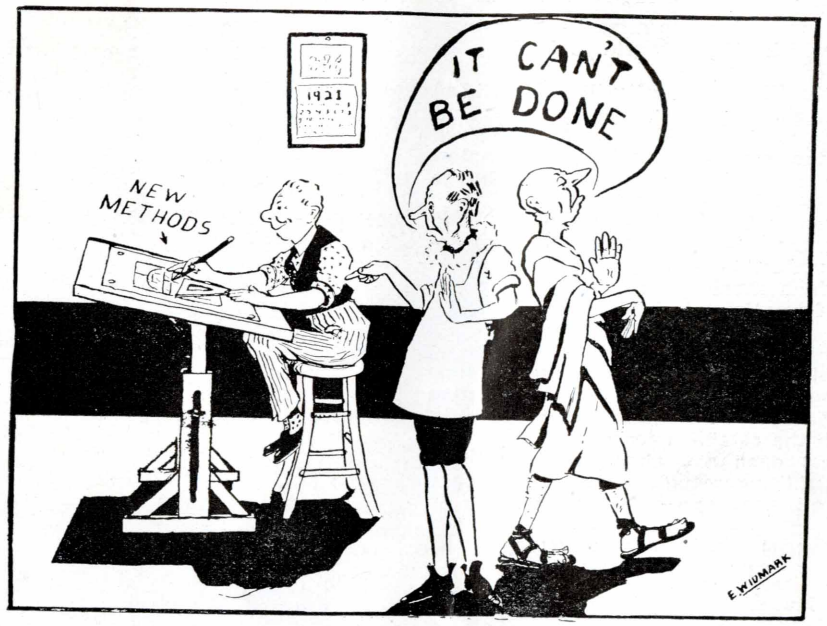
WHAT "SAFETY FIRST" IS.

The phrase "Safety First" has been used much and in many different ways; that we may not lose its true meaning it might be well to give it a thought to just what it is.

While it comprehends that all reasonable safeguards and rules be placed about our work, its meaning goes still farther and comprehends that we should **think first;** that every person must at all times bear in mind that whatever the work is to be done, it must be done **safely,** and rules must be obeyed and lived up to the letter, for rules are designed to regulate conduct and practices and unless our practices are good and safe there can be no **Safety.**

Therefore, lets constantly think **safety first,** insist on **safety first** practices and al ways act **SAFETY FIRST.**

SELL OUR SERVICE



YE ANCIENT "CAN'T"

HOW TO KEEP THE HIRED HELP ON THE JOB.

A man who is responsible for the comfort of 2,930,390 persons points the way to getting continued good service from the folks who light your home, cook your meals, help you telephone, and carry you to work.

By Paul P. Haynes,
Member Indiana Public Service Commission
(1921)

HOW IT CAME ABOUT.

At Indianapolis, Ind., the other day, Paul P. Haynes, a member of the Indiana Public Service Commission, which has charge of the regulation of public utilities, was asked to make a public address on the public service situation. His views were desired particularly because he had served on the commission through the war period, when some of the gravest public utility problems in history came before him. Hence, he was invited to handle the situation in any way that he chose.

Haynes talked over the situation with some of his colleagues on the commission, and then went over to the meeting and told the folks just what public service companies and the public will have to do if the "hired help"—that is the utilities themselves—are to be kept working.

It is the high points of this straight-from-the-shoulder talk by a man whose interest is solely the public interest that follow.

HAYNES' SEVEN POINTS.

"First: The average increase in utility rates during the past four years was substantially less than the average increase in the prices of the necessities of life.

"Second: During the past four years most utilities have earned less than a fair return upon their invested capital, and equity would seem to require that during the next few years of down-grade price, utility companies should be permitted to recoup reasonable losses suffered in the period of up-grade prices.

"Third: Utility rates were not, and are not now, based on the peak of war and post-war operating costs and therefore a considerable reduction in commodity prices can occur before the average of prices generally reaches the point in which utility rates, generally speaking, are now based.

"Fourth: There have been millions of dollars of deferred maintenance during the past four years which must now be taken care of.

"Fifth: $100,000,000 should be expended for additions and improvements in the next two years by the utilities of Indiana in order to give the public services which are vitally necessary to the industrial welfare, health, comfort and convenience of the people generally. Hundreds of millions are needed in other states. The public should know that these vast sums cannot be ob-

tained unless the financial showings of utilities are such as to attract it in a market in which all the world is bidding for money.

"**Sixth:** The credit of utilities has been impaired, and this vast sum of money cannot be raised and the public cannot be served unless the credit of public utility enterprises generally is improved through the medium of adequate revenues.

"**Seventh:** The welfare of the state and the country calls for a broad and sympathetic understanding of these important facts which should be of basic importance in the formation of regulatory policies."

xxxxxx

"Public confidence in utility corporations must be restored. The restoration of confidence, in large measure, will depend on the establishment of proper public relations; open and above-board practices by the utility companies; and most important of all, good service."—Haynes.

THE UNION TRACTION MUTUAL BENEFIT ASSOCIATION

The Mutual Benefit Association now has 509 members, which is about a 100 per cent increase over the number before the recent drive was made for new members. **Are you a member?** The insurance could not be cheaper because there are no expenses of any kind taken out of it and there is no trouble connected with the paying in of dues, etc., for the dues are taken out of our pay before it is given us and we have the protection right along without missing the money. If you have been intending to join, see your foreman about it right away and he will attend to the details of making you a member. The treasurer's financial statement follows:

Cash Balance Jan. 1, 1921.....	$1,610.40
Dues Jan. 1 to Feb. 1, 1921.....	431.20
	$2,041.60

Paid out in benefits.
Jan. 1 to Feb. 1, 1921.

Frank C. Hattery.....	$ 58.00	
John Stage	62.00	
Robert Knight	106.00	
Miscellaneous Benefits..	53.00	279.00
Cash Balance Feb. 1, 1921.....		$1,762.60

PUTTING HIM WISE.

Giles—Do you want to get next to something there's lots of money in?

Miles—Sure.

Giles—Well, go down and lean up against a bank.

A man in a crowded tram has his eyes closed when the conductor reached him. "Wake up," said the conductor. "I wasn't asleep," said the passenger, "but I hate to see women standing."—P. S. News.

CARD OF THANKS.

We wish to thank the fellow workmen of the Union Traction Co. for their kindness and flowers during the sickness and death of our little son, Robert.

MR. AND MRS. BROMBACK.

HOW IS THIS FOR SAVING POWER.

Editor:

The crew on train 325, January 21st, 1921, were having trouble with a bad trolley at the curve at Home Place. The conductor immediately pulled down the pole and held it, giving the motorman two bells and we coasted four and one-half miles into Broad Ripple, also saving about five or ten minutes in time.

R. H. LONG,
Traveling Auditor.

MISS ZOLA STROUP.

Cupid has again invaded our offices, this time stealing one of the fair maids in the Purchasing Department. Of course Miss Stroup has always had a smile for everyone, but as the smile seemed to become happier during the past few months, her resignation the first of the year was not a surprise to those on the inside.

Miss Stroup has been in the company's service three years, the first half of which was spent in the Department of Power Distribution and the latter in the Purchasing Department.

In the early springtime she is to become Mrs. Curtis Mahler, and her home will be on a fine farm near Lawrenceburg, Indiana. We extend congratulations.

POWER HOUSE MEN

No body of men connected with the Company take a keener interest in Safety and safe practices than the men at the Power Houses. Above is shown the North Anderson Power House group. The names of those kneeling follow, reading left to right: John Knotts, Assistant Fireman; Billy Woods, Steamfitter; Dave Ginder, Edwin Bitner, Tony George, Chas. Whistler, Oliver Hasty and Wm. Feighner, coal and ash gang; Jesse Hite, Fireman; Walter Brown, Assistant Fireman, and Bod Eads, Bricklayer.

Those standing, left to right are: John Kuhn, Boiler Repairman; Homer Hall, Coal and Ash Gang; John Auler, Coal and Ash Gang; Ray Hiatt, Boiler Repairman; Harry Trice, Head Fireman; George Stewart, Coal and Ash Gang; Otto Pherson, Fireman; Fred Bone, Watch Engineer; John Clark, Steamfitter Foreman; Wardo Hazelwood, Chief Engineer; Clem Foreman, Steamfitter's Helper; Jake Vance, Machinist; Wm. Jones, Machinist's Helper; Foster Hunter, Switchboard Operator; Jesse McDermitt, Steamfitter; O. M. Delph, Water Softener Operator; Jas. Kelley, Steamfitter; John Berry, Boiler Repairman; F. Conboy, Timekeeper; Erven Pitts, Boiler Repairs; W. L. Dodd, Switchboard Operator, and Grover Beher, Boiler Repair Foreman.

The bashful fellows back in the window are: F. J. Hale, Oiler; Jas. Laymaker, Fireman; Doug. King, Water Softener Operator, and Elmer Little, Coal and Ash Gang.

A MESSAGE TO GARCIA.

Written in 1899

By Elbert Hubbard.

In all this Cuban business there is one man stands out on the horizon of my memory like Mars at perhihelion. When war broke out betwen Spain and the United States, it was very necessary to communicate quickly with the leader of the Insurgents. Garcia was somewhere in the mountain fastnesses of Cuba—no one knew where. No mail nor telegraph message could reach him. The President must secure his co-operation, and quickly.

What to do!

Some one said to the President, "There's a fellow by the name of Rowan will find Garcia for you, if anybody can." Rowan was sent for and given a letter to be delivered to Garcia. How "the fellow by the name of Rowan" took the letter, sealed it up in an oil-skin pouch, strapped it over his heart, in four days landed by night off the coast of Cuba from an open boat, disappeared into the jungle, and in three weeks came out on the other side of the island, having traversed a hostile country on foot, and delivered his letter to Garcia, are things I have no special desire now to tell in detail. The point I wish to make is this: McKinley gave Rowan a letter to be delivered to Garcia; Rowan took the letter and did not ask, "Where is he at?" By the Eternal! there is a man whose form should be cast in deathless bronze and the statue placed in every college of the land. It is not book-learning young men need, nor instruction about this and that, but a stiffening of the vertebrae which will cause them to be loyal to a trust, to act promptly, concentrate their energies; do the thing—"Carry a message to Garcia!"

General Garcia is dead now, but there are other Garcias.

No man, who has endeavored o carry out an enterprise where many hands were needed, but has been well nigh appalled at times by the imbecility of the average man—the inability or unwillingness to concentrate on a thing and do it. Ship-shod assistance, foolish inattention, dowdy indifference, and half-hearted work seem the rule; and no man succeeds unless by hook or crook, or threat, he forces or bribes oher men to assist him; or mayhap, God in His goodness performs a miracle, and sends him an Angel of Light for an assistant. You, reader, put this matter to a test: You

are sitting now in your office—six clerks are within call. Summon any one and make this request: "Please look in the encyclopedia and make a brief memorandum for me concerning the life of Correggio." Will the clerk quietly say, "Yes sir," and go do the task?

On your life, he will not. He will look at you out of a fishy eye and ask one or more of the following questions:

Who was he?

Which encyclopedia?

Where is the encyclopedia?

Was I hired for that?

Don't you mean Bismarck?

What's the matter with Charlie doing it?

Is he dead?

Is there any hurry?

Shan't I bring you the book and let you look it up yourself?

What do you want to know for?

And I will lay you a ten to one that after you have answered the questions, and explained how to find the information, and why you want it, the clerk will go off and get one of the other clerks to help him try to find Garcia—and then come back and tell you there is no such man. Of course I may lose my bet, but according to the Law of Average, I will not.

Now if you are wise you will not bother to explain to your "assistant" that Correggio is indexed under the C's, not in the K's, but you will smile sweetly and say, "never mind," and go look it up yourself. And this incapacity for independent action, this moral stupidity, this infirmity of the will, this unwillingness to cheerfully catch hold and lift, are the things that put pure Socialism so far into the future. If men will not act for themselves, what will they do when the benefit of their effort is for all? A first-mate with knotted club seems necessary; and the dread of getting the "bounce" Saturday night, holds many a worker to his place.

Advertise for a stenographer, and nine out of ten who apply, can neither spell nor punctuate—and do not think it necessary to.

Can such a one write a letter to Garcia?

"You see that book-keeper," said the foreman to me in a large factory.

"Yes, what about him?"

"Well, he's a fine accountant, but if I'd send him up town on an errand, he might accomplish the errand all right, and on the other hand, might stop at four saloons on the way, and when he got to Main Street, would forget what he had been sent for." Can such a man be trusted to carry a message to Garcia?

We have recently been hearing much maudlin sympathy expressed for the "down-trodden denizen of the sweat-shop" and the "homeless wanderer searching for honest employment," and with it all often go many hard words for the men in power. Nothing is said about the employer who grows old before his time in a vain attempt to get frowsy ne'er-do-wells to do intelligent work; and his long patient striving with "help" that does nothing but loaf when his back is turned. In every store and factory there is a constant weeding-out process going on. The employer is constantly sending away "help" that have shown their incapacity to further the interests of the business, and other are being taken on. No matter how good times are, this sorting continues, only if times are hard and work is scarce, the sorting is done finer—but out and forever out, the incompetent and unworthy go. It is the survival of the fittest. Self-interest prompts every employer to keep the best—those who can carry a message to Garcia.

I know one man of really brilliant parts who has not the ability to manage a business of his own, and yet who is absolutely worthless to any one else, because he carries with him constantly the insane suspicion that his employer is oppressing, or intending to oppress him. He cannot give orders; and he will not receive them. Should a message be given him to take to Garcia, his answer would probably be, "Take it yourself."

Tonight this man walks the streets looking for work, the wind whistling through his threadbare coat. No one who knows him dare employ him, for his is a regular fire-brand of discontent. He is impervious to reason, and the only thing that can impress him is the toe of a thick-soled No. 9 boot.

Of course I know that one so morally deformed is no less to be pitied than a physical cripple; but in our pitying, let us drop a tear, too, for the men who are striving to carry on a great enterprse, whose working hours are not limited by the whistle, and whose hair is fast turning white through the struggle to hold in line dowdy indifference, slip-shod imbecility and the heartless ingratitude, which, but for their enterprise, would be both hungry and homeless.

Have I put the matter too strongly? Possibly I have; but when all the world has gone a-slumming I wish to speak a word of sympathy for the man who succeeds—the man who against great odds, has directed the efforts of others, and having succeeded, finds there's nothing in it; nothing but bare board and clothes.

I have carried a dinner pail and worked for day's wages, and I have also been an employer of labor, and I know there is something to be said on both sides. There is no excellence, per se, in poverty; rags are no recommendation; and all employers are not rapacious and high-handed, any more than all poor men are virtuous.

My heart goes out to the man who does his work when the "boss" is away, as well as when he is at home. And the man who, when given a letter for Garcia, quietly takes the missive, without asking any idiotic questions, and with no lurking intention of chucking it into the nearest sewer, or of doing aught else but deliver it, never gets "laid off," nor has to go on a strike for higher wages. Civilization is one long anxious search for just such individuals. Anything such a man asks shall be granted; his kind is so rare that no employer can afford to let him go. He is wanted in every city, town and village—in every office, shop, store and factory. The world cries out for such: he is needed, and needed badly—the man who can carry a message to Garcia.

Register ring says that you are honest.

WHAT HAPPENED TO THREE OF MY FRIENDS.

One said: "I will make up that 30 minutes, if I live."—He's dead.

Another one said: "I'll see you tonight, up town."—He took a chance—he's blind.

Said another: "I will be in on time if I have to take a chance on going to hell."—Poor fellow, he's gone.

Remember ther are others besides you, so why take a chance?

It is better to hear them say, "He wouldn't take a chance," than have them say, "Oh! don't he look natural?"

One live man is worth more than two dead ones, so don't take a chance.

(Contributed by F. E. SIMMONS, Operator, Tipton substation.)

ELECTRICAL SHARKS

The above picture was made on occasion of a meeting of the department of Power Distribution at the North Anderson Shops, in which Safety was the sole topic discussd. For fear you may not be acquainted with all these men, let us introduce them.

The handsomest ones are kneeling, so we will start with them, left to right: H. C. Raines, Anderson Division Electrician; Harry Knopp, Maintenance lineman at Alexandria; H. V. Lockwood, Chief Clerk, Dept. Power Distribution; W. Dodd, Chief Switchboard Operator at Anderson; M. V. Lyst, Telephone Reairman; E. Jenkins, Switchboard Operator, and M. Alexander, Lineman's Helper.

On taking a second look we qustion our judgment as to who is the handsomest and our fancy alights on those in the front row standing. Left to right, they are: J. M. LaFara, Sub-station Operator and Agent at Fairmount; Wm. Kinnick, Maintenance Lineman at Lawrence; M. W. Tyler, Foreman Electrical Repair Gang; Wm. Norris, Bonding Foreman; Ira Kinnick, Lineman's Helper at Lawrence; F. Palmer, Lineman's Helper at Anderson; S. M. Brown, Electrician; J. O. Penisten, Superintendent Power Distribution.

We have now looked at the picture quite a while and begin to appreciate who the really handsome gentlemen are and it is clear to us that those standing in the rear row carry off the honors. Beginning at the left again they are: Elmer Brown, Electrician's Helper; Jasper Emmons, Sub-station Operator at Ingalls; Mr. Martin, Sub-station Operator at Lafontaine; E. E. Lindsay, Signal Maintainer; A. O. Wyrick, Signal Maintainer; Grant Bedwell, Maintnance Lineman at Marion, and Jake Romine, Lineman's Helper at Marion.

PROOF THAT PATRONS NOTICE AND APPRECIATE GOOD SERVICE

We are all too prone to accept as a matter of course and without an expression of appreciation, service which is above the average and to become loudly plaintive when it falls below the average. So true is this of human nature generally, that it is extremely refreshing to read a letter like the one below, which was written by Mr. Chas. A. Butler of the American Mortgage Company of Indianapolis, dated Jan. 28. We have investigated and find that the members of the crew whose names Mr. Butler was unable to give, were Messrs. Maines, motorman, and Kiser, conductor, of the Tipton Terminal. Mr. Butler's letter follows:

Manager Union Traction Lines,
Indianapolis, Indiana.
Dear Sir:—

I was a passenger on car No. 320, conductor No. 521 leaving Peru at seven and arriving at Indianapolis at nine thirty on the 24th of this month. I want to congratulate you upon the behavior of the crew.

After leaving Kokomo, I spent most of the time observing the manner in which the motorman handled the car. He certainly is an artist. I was very pleased to note that in passing through the little villages, he invariably sounded his whistle and gong and slowed down to possibly as slow as six miles an hour in crossing the streets where he did not stop. He showed speed when out in the country.

I carefully observed the conductor flagging the railroad crossing at Noblesville. From his actions he took time enough to actually go on to the railroad crossing before signaling the car to proceed and I presume looked both ways. I have often heard conductors whistle before they could have possibly have reached the railroad crossing but this man must have been on the crossing before he gave the signal to go ahead.

It is a comfort to ride on a fast car and know at the same time that the crew is using all possible caution.

Very truly yours,
(Signed) CHAS. A. BUTLER.

ONE IN EIGHT.

Electric railways of the country carried fourteen billion passengers in 1917. To a majority of city folks they are fairly a necessity of life. One mile of them out of eight, the country over, is now in the hands of receivers. This includes some of the most important mileage, as in New York City. This is not encouraging to street railway investors.—Saturday Evening Post.

There are three kinds of people in the world—the wills and won'ts and the can'ts. Think it over!—Forbes Magazine.

LEE ANTHONY WANTS TO KNOW.

Lee Anthony clipped the above picture from the Ladies' Home Journal, which he was reading in a wild effort to find out how much shorter the ladies' dresses are going to be this year and he sends the picture in and inquiries if this is our own Tudor Jones, or whether the boy in the picture is reading the Life of Tudor Jones, or maybe, he thinks, it is some book Tudor has written. We are open to suggestions and information that Mr. Jones or anyone else can furnish will be printed in the next issue of Safety, provided the suggestion is accompanied by a fifty dollar bill, as we fear we might be sued by Tudor for something or other and would need the money to pay damages.

FARMERS WILL HELP

(Editor's Note:—That the section foremen are getting the co-operation of farmers in planting only low-growing crops at highway crossings is indicated by the following letter of Wm. L. Craig, our live and active section foreman at Kennard.)

Editor Safety:

I have had a personal conversation with all the farmers on my section in regard to helping to avoid obstructing the view at public road crossings by not planting corn or any other high growing crop, and they have all said this is a very good suggestion and they were willing to not do it, in order to prevent an accident and protect human life.

WM. L. CRAIG.

NATURALLY.

"Stockings?" said the salesman. "Yes, madame. What number do you wear?"

"Why, two, of course," said the sweet young thing.

SOME COAL BUSINESS!

On account of the extremely high coal prices which prevailed all summer and in fact almost up to the present time, the Purchasing Department received a great many requests from employes of the Company for coal. Deliveries were started late in October and continued until the first of the year when all orders were completed. During that time sixty-one car loads of coal were distributed to employes of the Company in twenty-five different towns. About half of the coal was lump and cost approximately $3.50 per ton at the mine, the balance being mine run which cost $2.85 at the mine, the freight and tax on both grades of coal being $1.50 per ton. Usually the additional charge for drayage amounted to approximately $1.00 per ton.

Few people realize what a lot of coal sixty-one car loads would be. If the cars were coupled together in one train it would be half a mile long, but made up in trains of the ordinary size, sixty-one cars would make three train loads. Each car contains on an average more than fifty tons which would make the total tonnage of the sixty-one cars more than three thousand tons; and yet if this coal were being burned at the Anderson power plant it would only be sufficient to run the plant twelve days. While this coal was being delivered dealers were charging from $8.00 to $11.50 per ton for Indiana coal and in many towns coal could not be obtained at any price, so that the delivery of this coal by the Company for its employes saved them an average of $3.00 per ton, which would amount to more than $9,000.

The ordering and distribution of this coal was under the able adimnistration of Miss Helen Mulvihill of the Purchasing Department, who had direct charge of all details in connection with this part of the coal traffic for employes.

There has been a fine spirit of appreciation shown by the various employes who have received coal through the distribution made by the Company and it has been a pleasure to the Purchasing and Accounting Departments to be permitted to render this assistance to fellow workers.

HUDSON R. BIERY,
Purchasing Agent.

ELECTRICAL DEPARTMENT.

Do not lay articles of any kind in the windows.

An electrician laid a switch in a window in the Anderson telephone exchange. The window was raised and the switch fell, breaking a window below. Luckiiy nobody was injured.

"Street Lights were installed in the tow nof Sharpsville in the last week. The Traction Light and Power Company is doing well with an increasing demand for power."

"HOOSIERLAND"

The new fast train between Ft. Wayne and Indianapolis, known by the above name, was installed January 16th and has gone into the Indianapolis Terminal late only once since it was started, which speaks well for any train during the winter months and especially so for one running on the fast schedule of the "Hoosierland."

The train, "Wabash Valley Flyer," running via Peru, has done almost equally well, having arrived at Indianapolis late but twice. This is the kind of service that makes friends.

The naming of these two trains was a spirited contest, there being only four insertions of the ad in the newspapers and only five days of the contest, with more than three thousand replies and probably ten thousand names, many being duplicates. The names submitted included the names of practically all the "Birds of the Air," "Beasts of the Field," and from "Tumble Bug" to the "Queen of Sheba." The contest was decided by the city editor of one of the Anderson daily papers, the choice being made through the elimination process and was finally made unanimous by a committee of seven men.

We have every reason to believe that this train will get the business and we look to our employes to make it a success.

FAMOUS LAST WORDS.

(Typical Speeches Delivered Before the Fool-Killer Wielded His Axe.)

"I wonder if it's loaded? I'll look down the barrel and see."

"Oh, listen! That's the train whistle. Step on the accelerator and we'll try to get across before it comes."

"They say these things can't possibly explode, no matter how much you throw them around."

"Strike a match and let's see if there's any gas in the tank."

"We can save thirty seconds by driving round the back of this street car."

"It's no fun swimming around here. Let's go out into the deep water."

"I think I'll mix a litle nitric acid with this chloride of potassium and see what happens."

A DEFINITE DEFINITION.

The weaker sex
Is that portion of the human race
Which goes down town
In zero weather
In a half-masted lace waist and pumps
To buy a muffler and woolen socks
For her husband
So he can go to work.

NAMES.

Inventor: "I have a fan here that will make a thousand revolutions a minute. What should I name it?"

Friend: Better call it Mexico.

FIVE FINE FELLOWS

Oda Buck, lineman, at the left in the above picture, is shown demonstrating that he knows how to use a Safety Belt. Wm. Sims, standing next to him, is the conductor on the Muncie line car. R. L. Brunker and C. B. Judd make such a prominent display of their Safety Belts that we are forced to conclude that they use them every time they are working on a pole and can add to their safety by using the belts. L. H. Cortner, the motorman who stands at the right is known as a man who takes no chances; therefore we say they are five fine fellows.

ANDERSON TERMINAL

C. J. Stanley, Correspondent.

Motorman A. C. Wilson was off several days on account of the sickness and death of his mother-in-law, Mrs. Netter. Mrs. Netter was buried in the Jewish cemetery at Wabash.

T. H. Brower still has nerve enough to say he is a Democrat.

H. H. Sheeley and wife visited relatives in Greenville, Ohio, recently.

Mr. and Mrs. Ray Lytle are the parents of a baby girl.

S. S. Elmore says he is sure his vest will pass inspection now.

W. H. Engle has it, whatever it is, and will not be over it until June. Have you seen and talked with him lately? He will tell you all about it.

H. H. Kerr layed off the other day and went to Middletown, all dressed and fussed up. You know Herbie has a run on this line, and—seems funny, don't it?

J. S. Pollard was obliged to be off the other morning to repair the stove. He said his wife put too much coal in it and it blew up. Shows who builds the fires at Pollard's.

Harry Hawkins is a good booster, if you need anything in his line see him.

If you have any work to do, don't forget to see "Dick" Brown. He has a gang that does all kinds of work. Ask him!

FRIENDS ARE LIKE DOLLARS—THE FEWER YOU USE THE MORE YOU'VE GOT.

INDIANAPOLIS TERMINAL.

Lee Anthony, Correspondent.

Father Grimes is figuring on going into the farming business again. The only reason he is at a standstill is whether to use goats or not, as the mule has such a satisfied way of using its heels at such an unexpected time. We think it would be cheaper to use the goats; then too, think what they will eat.

To all trainmen at Indianapolis Terminal:

Beware as to how you put your time down on time sheet, as Supt. Straham has a new clock on the wall, where he can keep tab on all of us.

Claud Porter is back with us again after taking treatments at Mooresville. He is looking fine.

If anyone is going to have a sale it would be worth while to call Perry Hinshaw as the auctioneer. He is well qualified.

Geo. Cunningham (or Judge Cunningham) is not satisfied as Conductor on freight, but has to have his nerves shattered by working Ft. Harrison runs on Sundays.

Mrs. L. L. Anthony has accepted a position in Freight Claim Dept. with Mr. Cooper.

Cond. Ed. Johnson is home from the hospital now. While he is improving, he is still a very sick man.

Geo. Southwick, our Marion Flyer motorman, had the pleasure of the company of his wife and daughter one day in Indianapolis last week. He disappeared as soon as he reached the terminal, and never showed up until time to leave. When asked to explain, he said: "That is the way my hard earned money goes."

Mr. Cooper, A. F. C. A. at Indianapolis, was suffering with a very severe cold last week. Glad to know he is better.

What do you know about Uncle Billy Demott, laying off 16 days in the winter time. He must be afraid he was going to have some coal left over and he wanted to stay home and burn it up.

MARION TERMINAL.

Miss Mildred Bowman, daughter of Motorman John Bowman, remains about the same, although she has been quite ill for several weeks.

Mr. T. B. Barbee recently took a trip through old Kentucky visiting relatives and friends.

J. B. Richards, who thought he could use his thumb for a door bumper on an interurban car changed his mind and has been detained from work several days in attending the thumb. He has been out some time now, but is inclined to watch the thumb in the future.

Trainmen Pilcher, Hamilton, C. Thompson, and D. F. Barley have been sick lately.

ANDERSON SHOPS EMPLOYES

The Union Traction Company takes great pride in having its cars kept mechanically safe and efficient, and the men upon whom this work rests at the Anderson shops are shown in the picture above. We regret we have not the space to give the occupation of each one, but will give you their names, which are as follows: Back row standing; Frank Martin, D. E. Jones, Joe Jones, Ray Shull, Mae Jefferis, Larry Hester, Wm. Beck, Chas. Hopkinson, Chas. Herr, Joe Messmer, Joe Wood, E. P. Lewis, John F. West, Clem Showalter, W. E. Peters, Harvey Burton, Frank Blades Jesse Shaw, Cass Sitsman, Clarence Johnson, R. H. Mitchell, Joe Etchison, Geo. Steimel, H. C. Bell, W. I. Pulley and W. H. Morris.

Second row; Jesse Talmage, J. L. Norris, David Goodnight, Frank Young, "Daddy" Lemasters, Isaac Cox, Ed. Paschal, John Beeson, Wm. Romine, Frank Farr, Al Lackey, T. C. Trice, W. P. Surber, Robt. Kennedy, Elmer Dykeman, Nim. Vandevender, J. W. Hopkinson, Sam Hughes, Harry Wright, Tom Case, Andy Morrison, Robt. Hoff, Joe Duncan, W. H. St. John, Wiley Beeson and James Fountain.

Front, sitting; W. H. Bratain, Queen Horton, Elmer Swisher, W. F. Johnson, O. Hester, Howard Long, Chas. Etchison, S. E. Black, J. M. Wills, A. N. Hill, Bert Curry, Arthur Cox, Monroe Myers, Horace Rigsby, C. Rigsby, E. Cunningham, R. G. Hoffman, R. L. Hoffman, Chas. Davis, Joe Pearson, Rudolph O'Neil, Sid Shelton, Earl Hilligoss, Harold Baker, Lloyd Dell, Melvin Shelton, Clarence Pulley, Gus Druelle, Peter Romer, C. E. Miller, Jacob Fadely, Robt. Caldwell, A. M. Hilligosos, W. Davidson, Albert Long, Jack Leach, J. E. Hester, Chas. Bennett, Chas. Willson, Scott Green, Clay Dusang, Bert Miller, Cletis Bennett, James Workman and G. T. Erskine.

A SAFETY CREED.

I am a man.

I am one of those, who from the beginning of time have earned a living by the sweat of my brow.

Two words stand approved as a motive for my success in life.

They are these, "Safety First."

I believe in them and practice them as a part of my life.

I use them in going to and from work as well as when I am working.

I believe a constant application of safety rules will more than compensate for any effort on my part to use them.

And I promise my family each day that I will stop, look and listen for danger so that I will return to them safely when evening comes.

To do my work well, I must do it in a safe way, never in haste, but yet not lag.

I must see that my fellow workmen practice safety and always give my employer the best that is in me.

I will protect myself, my fellow workmen and my employer by practicing "Safety First."

I will succeed, for I am a "Safety Man."
—Illinois Steel Company.

THE COAL MERCHANTS

When a car load of coal was sent to the Pendleton employes, the above men did the work. They are Anderson trainmen. The man at the left is S. C. Shively. L. Rogers stands next to him. The serious looking gent in the rear is Harry Hawkins, motorman. The athlete numbered 18 is C. Brown, better known as "Big Dick." We know the next man is Harry Stanley, by the grin he is wearing as usual. No, dear reader, his front teeth are not missing. They are gold and the camera just skipped them when Mrs. Teague, the Pendleton agent, snapped the button. The only dude in the bunch is Pless Gooding, who must have rigged himself up to make a hit with some of the fair population at Pendleton. Well, anyway, they delivered the coal.

UNION TRACTION SAFETY ORGANIZATION

GENERAL SAFETY BOARD

H. A. NICHOLL, General Manager, Chairman.
ROSS E. LUELLEN, Safety Engineer, Secretary.

E. E. SLICK, Claim Adjuster
WALTER SHROYER, Auditor.
H. R. BIERY, Purchasing Agent.
C. S. KEEVER, Supt. of Transportation.
F. D. NORVIEL, Gen. Pgr. & Fgt. Agt.
J. A. VAN OSDOL, General Attorney.
C. H. ALLEN, Real Estate & Tax Agent.
J. O. PENISTEN, Supt. Power Distrib.
M. F. SKOUDEN, Supt. Motive Power.
L. A. MITCHELL, Engr. Maint. of Way.
W. H. FORSE, JR., Treasurer.
FREDERICK L. RAY, Supt. Power Plants.

LOCAL SAFETY COMMITTEES DURING THE SIX MONTHS BEGINNING JAN. 1, 1921

ANDERSON—
A. C. Bounsall, Purchasing, Safety Agent.
C. J. Stanley, Transportation.
Wm. Wechsler, Transportation.
Steven Hair, Transportation.
Harry Hawkins, Transportation.
Howard Smith, Transportation.
Ira Baxter, Transportation.
O. L. Rogers, Transportation.
F. Conboy, Power Plant.
F. V. Bone, Power Plant.
H. C. Raines, Electrical.
J. Almond, Electrical.
George Cropper, Electrical.
J. E. Hester, Motive Power.
John L. Norris, Motive Power.
Peter Roemer, Motive Power.
George Powell, Maintenance of Way.
Ben Gross, Maintenance of Way.

INDIANAPOLIS—
W. G. Cooper, Acting Freight Claim Agent, Acting Safety Agent.
Merritt Strahan, Transportation.
Frank Gibson, Transportation.
Sam Smith, Transportation.
Sam Innis, Transportation.
Frank Atkins, Transportation.
O. D. Harvey, Transportation.
Ed. Bailiff, Motive Power.
O. Gillaspy, Motive Power.
E. Mills, Electrical.
W. A. Gibson, Electrical.
Albert Murphy, Maintenance of Way.
James Durham, Maintenance of Way.
E. R. Bryant, Maintenance of Way.
H. C. Barnes, Accounting.
Edgar Harrison, Traffic.

MARION—
W. E. Squires Trans., Safety Agent.
Wm. Zimmerman, Transportation.
Albert Gray, Transportation.
Thomas Reed, Transportation.
Roy Ramer, Transportation.
T. B. Boxell, Transportation.
A. W. Pawnell, Motive Power.
Grant Gray, Motive Power.
Tilford Turner, Motive Power.
Grant Bedwell, Electrical.
Harry Knopp, Electrical.
D. B. Babb, Maintenance of Way.
A. P. Meikel, Purchasing.
John A. Jones, Claim.
E. Shepherd, Traffic.

MUNCIE—
G. M. Rozelle, Transportation, Safety Agent.
Ed Scranton, Transportation.
E. J. Mooreland, Transportation.
Ernest Hunt, Transportation.
Frank Boots, Transportation.
J. E. Journey, Transportation.
J. R. Wilson, Transportation.
W. H. Younts, Power Plant.
Henry Able, Power Plant.
C. E. Lewis, Electrical.
B. Fields, Electrical.
Eldon Downs, Electrical.
Charles Meranda, Motive Power.
E. A. Kenneth, Motive Power.
John Smithson, Motive Power.
W. Penisten, Maintenance of Way.
V. Barrington, Maintenance of Way.

TIPTON—
A. R. Manifold, Maintenance of Way, Safety Agent.
Charles Venable, Transportation.
Claude Massey, Transporattion.
John Gifford, Transportation.
O. Lee, Transportation.
C. H. Ellis, Transportation.
Q. LaRue, Electrical.
R. E. Sellers, Electrical.
T. H. Moughans, Electrical.
C. L. Gunning, Motive Power.
Bernie Lewis, Motive Power.
Marion Roush, Motive Power.
John Richeson, Maintenance of Way.
Charles B. Salyer, Claim.